

AGENDA ITEM #1: CALL TO ORDER

The meeting will be called to order by the Chair at approximately 9:30 a.m.

AGENDA ITEM #2: INTRODUCTIONS

The Chair will provide an opportunity for introductions of new members or guests.

AGENDA ITEM #3: PUBLIC COMMENT PERIOD

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

AGENDA ITEM #4: SUBMITTED PUBLIC COMMENTS

There were 99 submitted public comments regarding the I-64 Hampton Roads Bridge-Tunnel (HRBT) Expansion Transportation Improvement Program (TIP) Amendment. Those comments, along with HRTPO Staff Responses, are attached.

Attachment 4

Comments received during the public review period for the Transportation Improvement Program (TIP) Amendment to add the *I-64 Hampton Roads Bridge-Tunnel Expansion – New Capacity* project to the FY 2018-2021 TIP

Public Comments Received and HRTPO Staff Responses

(The following comments have been redacted as necessary to eliminate foul language)

Comments 1 through 9 were primarily related to drivers slowing down at the tunnels:

1. **Bernard Nuber** - Do we need extra lanes? Yes I believe we do, but there are other issues at stake. People (mostly tourists) are impeding the travel through the tunnels by slowing way down. There needs to be more law enforcement on the bridge tunnels. You may not have the power to post law enforcement officers, but a word from you would bring them into play and start enforcing the law. I am however against adding tolls. Yes the money needs to come from somewhere, but bleeding the residence of the Southside with putting tolls on every which way out of the area is almost criminal. The region must also think about Corporations that may pass on the move into Hampton Roads, because of the toll issues. Residents start making an exodus cannot work at plants and businesses that open in the area and businesses will not welcome the additional cost of transporting goods on roadways with the increased costs of tolls.
2. **Steve Bass** - Perfect example 8:30pm last night there's 8 cars on the road approaching the tunnel all locked in at around 65-68mph. Smooth ride on approach everything's looking good and BAM lady in the right lane SLAMS on her brakes down to, [REDACTED], 25. I missed rear ending her by maybe a foot? All the cars around us then were locking up the tires trying to avoid hitting this woman. I was [REDACTED] and when I had a chance I passed her and as I did she was scrolling through Facebook on her phone with a kid in the back seat. This was the point of my thread.
3. **Steve Bass** - Thanks for clarifying that Ryan. Like I said they do 100mph from one side of VA to the other but as soon as they hit the tunnel they STOP before going 20-30 for no reason at all. The signs say "maintain 55". I love seeing all the navy people slowing down to take pics of the base also. That's always a fun reason for the 18 wheeler behind you to lock up his brakes so he doesn't kill you and subsequently drive over the rail. Good times.
4. **Rob Waring** - Has anyone ever driven out of the HRBT and into a traffic jam? Didn't think so.....We don't have a capacity problem, we have a driver's education issue. If nothing is done to change the mentality of drivers going through the tunnel we will wind up with additional lanes moving at a crawl.....and we'll get to pay tolls for the privilege of (only possibly) moving faster.....3.2 billion dollars to provide the wrong

solution to the problem.....and they'll probably get ERC to operate the toll setup.....oh happy day. I would propose that they run an experiment, spending a couple of million dollars just to get drivers to not slow down when transiting the tunnel and see what happens; could surprise everybody.

5. **Jay Bass** - How is this going to be any better? 6 more excruciating years of even more backed up traffic. The current road does and can flow, it's the cars slowing in the tunnel and on the bridges backing traffic up. If you can find a way to alert slow drivers to maintain speed that would alleviate a lot of the congestion. In 6 years we'll have 3-4 lanes each way of backed up traffic. Prove me wrong and show me the computer models, even then it doesn't factor in all the people slowing for being nervous. If you ever have been through that tunnel at rush hour, where does it start moving? at the other side of the tunnel after they realized they made it through safely. No need to add more lanes, figure out how to move people.
6. **Charles W. Merritt** - uh... No... These [REDACTED] apparently use up all their depth perception and spatial reasoning on the way and then freeze up on the bridge... You know... I mean who the [REDACTED] would think there are bridges with all this water...☹️ OH... Do any of these [REDACTED] planners even imagine the need for a [REDACTED] service lane?? You know... SO A FLAT [REDACTED] TIRE DOESN'T HALT 10K [REDACTED] PEOPLE WHILE YOU [REDACTED] STOP TRAFFIC ON BOTH SIDES TO GET A WRECKER IN THERE????
7. **Mulligan Frederick** - Steve Bass THANK YOU!!! [REDACTED] crutch... These [REDACTED] are all NASCAR drivers until they see the Willoughby bridge... Then panic! Omg a bridge! I needed less than a [REDACTED] car length at 65-70 but now I need 75 YARDS at 10mph... Funny... The sign says MAINTAIN 55MPH...
8. **Jim Disomma** - I drive it daily for work, it IS amazing...65 or 70 on 64, driving along fine, then the road has a 'roof' and they drop to 30 mph. Keep driving people, it's still a road!!! I see this daily....perhaps large/obnoxious 'Maintain speed through tunnel' and 'slower traffic stays right' signs posted a mile or two prior may help?? (Probably not, but worth a try??)
9. **Steve Bass** - Not the speeders, the people on their phone and not maintaining speed and doing everything except driving. There is almost never ever a reason to be almost stopping entering the tunnels. And, if I'm correct, texting/using a phone isn't legal in Virginia anymore when you're operating a motor vehicle. I believe it falls under distracted or unsafe driving. She could have killed someone last night. Would have been nice to see a Smokey out there to pull her over. But the time I exited the tunnel she was nowhere to be seen, almost like she just, STOPPED. The speed limit is 55 no 25,

HRTPO Staff Response

Thank you for providing input on the I-64 Hampton Roads Bridge-Tunnel (HRBT) Expansion project Transportation Improvement Program (TIP) amendment. Your comments will be provided to the members of the HRTPO Board.

Drivers slowing down as they enter a tunnel can certainly cause some delay, but in order for slower vehicles to cause the significant delays often experienced at the HRBT the traffic demand (or number of vehicles using the roadway) must be close to or in excess of the capacity of the roadway. It should also be noted that the capacity of a tunnel lane is often less than that of a lane on land or on most bridges because tunnels usually have shorter sight-distance, no shoulders, and do not allow passing. Drivers often react to such conditions by slowing down or leaving more space between vehicles, which reduces the theoretical capacity of a tunnel lane.

Given the above, increasing the capacity at the HRBT by providing additional lanes at the tunnel section should help reduce delays.

A number of commenters mentioned distracted drivers as a problem at the HRBT. These comments will be forwarded to the Virginia Department of Transportation, which operates and maintains the HRBT, for consideration.

Comments 10 through 37 were primarily related to tolling at the HRBT:

10. **Jack Topping** - Expanding the tunnels, bridges and interstates in general is beyond needed for Hampton Roads. Let's just keep the private/public agreements out of the picture. That is how we truly get taken for a ride. Before you complain about a toll, think about how much time, gas and business you lose by sitting in traffic. This area loses new businesses because of our traffic, not because of tolls. Virginia has one of the lowest gas taxes, so would you rather have that increased. The proposed tolls don't even come close to what other areas pay. Try I 95 express lanes in Northern Virginia; you will pay \$15.00 each way. The HRBT will have an option to pay the toll for express lanes or go free and wait in traffic. I would rather have a choice. My time is far more valuable than a toll when traffic is heavy.
11. **Jack Topping** - Ian Charles, traffic was heavy before any tolls and would only get worse without the expansions. The other option would be an increase in the gas tax which in most states is 10 to 30 cents higher per gallon than we pay. I would rather have the option. I'm not saying VDOT could not be managed better; they would not have to go far. NC has had an outstanding road plan in place for over 30 years and no tolls.
12. **Joel Acree** - HRTAC is funded with sales tax and fuel tax. The tolls are supposed to get people outside the region to pay for what they use. I suggested that with today's technology, Hampton Roads, tax paying residents get free, if not reduced toll. We are

already paying our part of these projects. Also look into what VDOT is doing. The people of Hampton Roads should educate themselves on how this project is being managed and paid for.

13. **John A. Kilmer** - Will the money be dedicated to the municipality where assessed? If not, no!
14. **Alex Reilly** - I think a better option is to incentivize people to live in the community that they work. Spend much less money by levying a tax on people who commute between the tunnels and use that tax to support relocation for families closer to their work. Reduce traffic and solve pollution in the same plan. I say this as someone who uses a tunnel and would be affected by a commute tax. Maybe levy a toll on the tunnel and use that toll money to relocate people. I don't think expanding the road and taking hundreds of homes is the answer.
15. **Ivan Hall** - Two questions: 1st....if the project is already funded, presumably by our own tax dollars, why is it going to be taxed again in the form of tolls on HALF of the lanes?? If ALL of the new lanes (effectively) are taxed, this doesn't sound like a congestion relief issue, this sounds more like a fund raising project; we're being penalized TWICE. That didn't work out too well in 1773. 2nd....what's the plan for the MMMBT? That tunnel is the "new" HRBT in terms of traffic congestion. 10yrs ago one used to be able to rely on being to make it through THAT tunnel without getting stuck, but not anymore! Have there been any studies on the impact of traffic flow in regards to easing (or worsening) congestion at the MMMBT and the impact this construction and subsequent completed expansion will have?
16. **John Orr** - Our tax money already PAID to build the roads... So how the actual [REDACTED] are we paying tolls
17. **John Orr** - Cameron Opuda There's no toll - now, but if they start tolling the HRBT and the High Rise, I seriously doubt they'll let anyone escape the Southside without paying.
18. **Kyle Strait** - Yes yes yes! #TollTheSlowPokes
19. **Eric Jones** - Charles W. Merritt the wording in the amendment states the HRTAC will receive all tolls from bridge and tunnels. Show me where it says the funding is there.
20. **Charles Thompson** - Quit putting tolls on Interstates and forfeiting any potential federal funding. It's time to move from VA, if the taxes on everything don't get you the tolls do.
21. **Christopher Mohrmann** - Stop the tolls
22. **John Orr** - Monitor Merrimack is already a toll no?

23. **Raj Patel** - Another toll already too much toll on mid-town & downtown tunnels can't the city pay for this development? Is there anything we can do to check our politicians not to do this? Both parties are equally responsible.
24. **Doug Cree** - Raj Patel those aren't even really state tolls! The state sold us out completely to a "partnership" that makes their friends rich by stealing money from our pockets.
25. **John Orr** - James Nowland Think about it, if I had to travel those routes daily for work, it would be over \$5,000/yr. - and now they want to ad tolls on every other critical crossing in Hampton Roads.
26. **Alex Reilly** - I'm aware of the infinite reasons one might choose to live far away from work. It's always feasible. That why humans invented this concept of compromise. If your compromise includes living on the other side of the tunnel enjoy your traffic and tolls.
27. **Ronald Tyson** - Leslie Wright tolls on the high rise are in response to a widening project there to around the 664 Bowers Hill interchange. That is why.
28. **David D. Read** - Then, people who never use a given bridge or tunnel are forced to pay for it. So, just [REDACTED] and pay the toll.
29. **Clayton Hobbs** - A road that originated AND is currently maintained by private funds should be tillable. Tolling roads that where built with taxpayer money is theft.
30. **Ryan Yahne** - Clayton Hobbs 246 was VA beach expressway. A private road paid for by the tolls commuters paid, built to the government specs for an interstate road. Once the project was paid for they handed it over to the government to maintain.
31. **Brian Kelley** - You people are unbelievable, putting up more tolls on roads that tax dollars are supposed to be used to maintain.
32. **Phil Delp** - John Orr, I support reasonable tolls on all of the bridges, JRB, HRBT, MMBT. Reasonable I see between 50 cents and a dollar. This is a user tax/fee. I use Coleman Bridge frequently and pay the toll. I use the others less and view a gas tax as making me pay for others use. The fact is they added a special tax to all of us in this area to pay for highways. The politicians waste our money and ask for more. NO MORE TAXES!
33. **Charles Merritt** - No one at VDOT is talking Tolls, As a HRBT / VDOT Employee management tells us that the Funding is there, no tolls will be necessary. Steve Bass we have employees patrolling HRBT 24 hours every day as well as Va. State Police. Just because U do not see us does not mean that we are not there 24/7/365 regardless of anything. I am an employee there!

34. **Shawn Dulin** - Charles the funding was there for the midtown expansion and downtown renovation also, and look where that ended up. VDOT paid 300 million towards that and I have tolls for a lifetime now. ■■■, taxes paid for 1.3 BILLION dollars on that project and ERC still overran the budget by 800 MILLION and now bleed us all dry.
35. **Brandon Scott** - Charles W. Merritt the amendment includes wording of revenue from tolls from the high rise and HRBT.
36. **David Karlson** - Continue putting up tolls and it will drive people away. I take the long way everywhere I go to avoid tolls.
37. **Doug Cree** - Richmond and Alexandria have never seen a toll they did not want on a Hampton Roads roadway.
38. **John Orr** - Phil Delp 50 cent/\$1 tolls? Not likely! Look at the tolls on the Downtown and Midtown tunnels minimum tolls are now \$2.20 - EACH WAY! "Reasonable tolls" are a myth. All area tolls now have automatic increases that will eventually double existing tolls. (Excluding the Chesapeake Expressway, which they double every spring.) With tolls on all crossings, my small business could realistically incur almost \$25-30 per day. It would likely put me either out of business or severely restrict my service area. (I pull a trailer for my business, so my tolls are about double a passenger car.)

HRTPO Staff Response:

Thank you for providing input on the I-64 Hampton Roads Bridge-Tunnel (HRBT) Expansion project Transportation Improvement Program (TIP) amendment. Your comments will be provided to the members of the HRTPO Board.

It is important to note that the only tolls associated with the HRBT Expansion project will apply to drivers of non-High Occupancy Vehicles (HOVs) who wish to use the managed, or High Occupancy/Toll (HOT) lanes. If a vehicle meets the HOV requirement, it will be able to use the new lanes for free. In addition, the same number of lanes that are currently un-tolled (2 lanes in each direction) will be un-tolled after the project is completed

It should be noted that every driver that willingly pays a toll to use the HOT lane will help reduce congestion for the drivers who use the toll-free lanes.

Comments 39 and 40 were related to Public Involvement

39. **Keisha Harley** - This is being done right under our noses with no input from the public. Just how hard are you trying to be transparent. Or, are you just checking boxes?
40. **Lisa Morn** - So let me get this straight. You impose new taxes to fund this. You don't involve the public actively in the decision making process. You spent a huge amount of our money on this project, and then you toll it? Got it.

HRTPO Staff Response:

Thank you for your comments on the I-64 Hampton Roads Bridge-Tunnel Expansion Project TIP Amendment. Your comments will be provided to the members of the HRTPO Board.

Public involvement is a critical component of regional transportation planning, and the HRTPO uses a wide range of outreach techniques to engage the public and solicit input. While the TIP amendment on which you commented was the latest step in moving the I-64 HRBT Expansion project forward, the first step for such a project is inclusion in the HRTPO Long-Range Transportation Plan (LRTP). Since the LRTP is financially-constrained, meaning a project can only be included if there are sufficient projected revenues to fund it, getting a project in the LRTP is a very competitive process. Because obtaining public input early in the process is so important, the HRTPO makes special efforts to engage the public during the development of the LRTP.

The HRTPO conducted significant public involvement on the 2040 LRTP and the projects contained within – including the HRBT project. Details on this public involvement effort can be found at: https://www.hrtpo.org/uploads/docs/2040LRTP_PublicInvolvement.pdf

One public outreach effort of note involves public surveys that were conducted during development of the current (2040) LRTP:

- *3 surveys were conducted and over 4,000 completed surveys were received. The surveys were done during the following LRTP development stages:*
 - *LRTP Visioning Survey - October- December 2012*
 - *2040 LRTP Draft Candidate Projects - April – May 2014*
 - *2040 LRTP Draft List of Projects – April – May 2016*
- *The surveys were made available via:*
 - *HRTPO website, Facebook page, and e-newsletter*
 - *Localities' websites*
 - *Hampton Roads Transit (HRT) website*
 - *Military database (contains over 2,000 contacts)*
 - *Media*
 - *Community groups and organizations*

- *Bookmarks encouraging people to take the survey, which were distributed to all 53 libraries in the region*

We encourage you to read the public involvement report for the 2040 LRTP and, to register with the HRTPO to be kept updated on opportunities to weigh in our process.

Comments 41 through 43 were related to logistics:

41. **Lois Pittman** - What is the schedule for this project? How soon will traffic be impacted?
42. **Venita Nichols** - When will this project begin? End?
43. **Lawrence Kintz** - How soon before tolls are slapped on the tunnel?

HRTPO Staff Response:

Thank you for providing input on the I-64 Hampton Roads Bridge-Tunnel Expansion project Transportation Improvement Program (TIP) amendment. Your comments will be provided to the members of the HRTPO Board.

The current schedule calls for the project to be completed by November 30, 2026.

Traffic may be impacted throughout the construction phase. Any tolling will begin once the new facility is open (anticipated 2026). It should be noted that the only lanes that may be tolled will be the new managed (or HOT) lanes, and the only drivers that would be subject to paying a toll would be those who voluntarily choose to use the HOT lanes with less than the number of occupants necessary to be considered a high-occupancy vehicle (HOV). The crossing will have the same number of free lanes as it currently does (2 lanes in each direction).

Comments 44 through 71 were related to transportation in general:

44. **Chris Doss** - would rather expand and fix roads instead of building that piece [REDACTED] sportsplex at the oceanfront and now talks about bringing the [REDACTED] dome back.
45. **Thomas Brannan** - Hmm. Would I rather have more money or sit in traffic for less time the 3 times out of the year that I take the HRBT.
46. **Nate Mountford** - Legalize lane sharing and ride a motorbike. If 10% of cars were motorcycles it would reduce traffic by 40%
47. **Ian Charles** - Kyle yuuuup start taxing the fast and furious for going 15-30 miles above the speed limit
48. **Amy Hall** - Most VA cops already do that though even 5 mph over they'll pull you over
49. **Jack Topping** - Maybe the traffic is heavy because people are avoiding tolls and using the alternative routes to not pay a gallon worth of gas to go across a bridge?
50. **Neil Davis** - The concept needs to happen. The way they were going to actually do it...no way.
51. **Meg D** - The concept needs to happen. The way they were going to actually do it...no way. The HRBT curves right before it drops down though which makes it so much worse.
52. **Patrick Harris** - Maybe they should use our tax dollars to buy back the privately owned bridges/tunnels in our area.
53. **Robert Van Ness** - If you put cameras in the HRBT and mm and enforce severe fines for not going the speed limit half the problem would be solved
54. **Elise Reilly** - Alex Reilly So we're supposed to only take jobs within 5 minutes of our homes, or buy a new house every time we change jobs? What about two income households where they both commute to different cities? Should they live in separate households? Sometimes "living near your work" is not feasible.
55. **Meg D** - I can't afford to live anywhere else so I commute an hour each way. Also, I am NOT moving to Newport News
56. **Ben Holland** - We pay taxes on our vehicles. We pay taxes on gas for a road tax. We have a lottery that is for roads and schools. I refuse to give the state any more money to waste.

57. **Allen Matthew** - John M. Knox, taxes used for the common good is how we support our infrastructure. I know I can't afford to build a road let alone a bridge/tunnel to get me to where I need to go. Taxes that are funneled into pet projects that basically benefit those doing the work is theft. There is a price to pay for living in an age of modern conveniences.
58. **Joel Acree** - Helen Hash This is being paid for primarily by the taxes Hampton Roads citizens.
59. **Tom Cooke** - How about directing your tax burden towards those container ships that enter Hampton Roads. Charge a fee for each container brought in.
60. **Harrison Horton** - Fundraise enough to take the TBM from the CBBT when they finish the third Tunnel and make a new HRBT tunnel ND then bring the TBM to the CBBT and start on tunnel 4
61. **Lawrence Mesce** - This whole area fights against each other rather than helping each area; that's the problem with us being a Commonwealth State.
62. **Clara Dunn** - It will be interesting to see how it structurally holds up compared to the now over 50 yr old CBBT. Have a tough time believing no corners cut here
63. **Ben Salomonsky** - Where are the train tracks? Shouldn't there be a future-orientation mindset incorporated within this project?
64. **Kiquanda Baker** - Hopefully this is a part of some managed retreat plans for Hampton Roads. Threats from sea level rise are much more worrisome than traffic at the HRBT.
65. **John Marr** - I look forward to this improvement. I'm glad they expanded on 64 to Richmond, cant wait til thats done too.
66. **Steve Vyrostek** - The hard part was getting to this point. And while its not the 100 percent solution (and nothing every is) Im grateful this project is moving forward.
67. **Lynn Pennix** - I have lived here for 12 years and it is about time that some proactive steps are taken to handle the issue of getting from point a to point b
68. **Carlyn Edwards** - The HRBT is a nightmare. It never stood a chance of being anything but. It needs to be expanded. Now.
69. **Serina Jacobs** - Why should people continue to live here? Its going to be an overtaxed, under informed, congested nightmare for the next 40 years.
70. **Mulligan Frederick** - Jeff Day yeah... Since our FRIGGIN tax money already PAID to build the road???

71. **Ben Holland** - We pay taxes on our vehicles. We pay taxes on gas for a road tax. We have a lottery that is for roads and schools. I refuse to give the state anymore money to waste.

HRTPO Staff Response:

Thank you for providing input on the I-64 Hampton Roads Bridge-Tunnel Expansion project Transportation Improvement Program (TIP) amendment. Your comments will be provided to the members of the HRTPO Board.

Comments 72 through 99 did not relate directly to the HRBT project:

72. **Charles Robey** - Stop complaining & relocate
73. **Luke Weigle** - Hey now don't drag us MMBT travelers into this.
74. **Daniel Hilligrass** - Well this post made me giggle; so true!
75. **Matthew Nolan** - I would have to camp out in the garage. Hahahaha. I could always sleep on the sparkle less boat.
76. **Alex Reilly** - Imagine if they built the wall and tolled all the illegals streaming into this country. It would pay for itself quick! Perhaps this will encourage people to live near where they work.
77. **Wayne Hay** - Or encourage them to move away!
78. **Jim Disomma** - Wayne Hay part of reason I left NJ
79. **Joey Kuhn** - Who the hell wants to live anywhere near Norfolk on purpose
80. **Leslie Wright** - Brandon Scott that's what I'm trying to figure out.
81. **David Karlson** - VDOT must be a subsidiary of ERT.
82. **Leslie Wright** - Joel Acree we are asking questions and no one is answering.
83. **John M. Knox** - Taxation is theft
84. **Andrew Chilton** - Stop spending money

85. **John Kilmer** - John Orr while we are at it, why not a per container assessment on containerized freight.
86. **John Orr** - John A. Kilmer Pretty sure the Port Authority already does that. LOL
87. **Jeff Norton** - Yeah and now as of the 1st they raised the tolls to 2+ bucks
88. **Helen Hash** - Start building or the funds might be snatched for that stupid wall!
89. **Leslie Wright** - Helen Hash
90. **Jason Kleinsmith** - The Helen Hash Great Wall of Freedom
91. **Ashley Puckett** - Build the Wall!!!
92. **Helen Hash** - Ashley Puckett, make sure you leave first ;-)
93. **Joey Kuhn** - Great idea, build the wall!!!
94. **Stephen Bour** - Tom Cooke then the container ships go to Baltimore and Charleston
95. **Charles W. Merritt** - I work at Hampton Roads Bridge Tunnel.
96. **Patrick McKinley** - Snatch those funds and build the Hash wall...lol🤔
97. **Jeffrey Smiley** - Wow, how old is that picture Strawberry Banks has been only concrete slabs for years?
98. **Nathaniel Holland** - And this is part of the reason why I plan of moving. This is ridiculous.
99. **Charles Merritt** - Old photo, Strawberry Banks motel is in bottom right side of photo. Today that motel is an empty field!

HRTPO Staff Response:

Thank you for participating in the public involvement process for the I-64 Hampton Roads Bridge-Tunnel Expansion project Transportation Improvement Program (TIP) amendment. Your comments will be provided to the members of the HRTPO Board.