

## **ITEM #4: PUBLIC COMMENTS**

### **A. Public Comment Period (*limit 3 minutes per individual*)**

Members of the public are invited to address the HRTPO Board. Due to the COVID-19 crisis, interested persons may submit comments to the HRTPO Board in advance of the meeting by email to [kmiller@hrtpo.org](mailto:kmiller@hrtpo.org) or phone (757) 366-4370. Each comment is limited to three minutes. All comments received by 3:00 PM on May 20, 2020 will be provided to the HRTPO Board Members and included in the official record.

### **B. Submitted Public Comments**

There were no submitted public comments. Any written public comments received after the preparation of this agenda will be announced at the meeting.

### **C. Transcribed Public Comments from Previous HRTPO Board Meeting**

The transcribed public comments from the February 20, 2020 HRTPO Board meeting are attached.

Attachment 4-C

**Transcribed Public Comments from the  
February 20, 2020 HRTPO Board Meeting**

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

One person requested to address the HRTPO Board at the February 20, 2020 Meeting. Chair Rowe asked him to limit his comments to three minutes.

**Mr. Mark Geduldig-Yatrofsky**  
**Portsmouth Citizen**

*Good morning, Mr. Chair, honorable commissioners, and fellow interested parties. I wanted to talk about transportation policy formulation. I didn't have enough time to write all of that on my card. In looking at House Bill, I believe it's 1414, with the companion Senate Bill, Mr. Kimbrel did a briefing in this meeting a month ago talking about some highlights of that bill. So as I was pouring over it, I found it to be an omnibus transportation bill, and some of the proposals that it contains have made their way into the media, but there is a whole raft of policy changes and fee realignments that have never seen the light of day in the press or the other media. To drop something like this into the hopper of the General Assembly without a full airing of the concepts that are contained therein is a disservice to the public, it's a disservice to the transportation planning organizations and to the legislators because I don't know who has sufficient staff to power over every single bullet point in a piece of legislation like that. I think there are a lot of interesting ideas in there. Somebody put a lot of thought into the formulation, but I don't think they had a full context for some of the items that I'm particularly concerned about, and that has to do with alternative fuel and fuel-efficient vehicles. There is no credit, for example, for the environmental offsets that people who purchase those kinds of vehicles are providing the Commonwealth. There is a net reduction for vehicular traffic travel when you're using a higher efficiency vehicle, and you're cutting the carbon footprint, not only of yourself but of the Commonwealth. There's no consideration factored in to what the individual is doing for the greater good. There are other items in there too numerous to go through, but I believe this kind of bill should be vetted before the TPOs before it ever hits the General Assembly. Thank you.*