

### **ITEM #13: PUBLIC COMMENT PERIOD**

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

### **ITEM #14: SUBMITTED PUBLIC COMMENTS**

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

### **ITEM #15: TRANSCRIBED PUBLIC COMMENTS FROM PREVIOUS HRTPO MEETING**

The transcribed public comments from the July 21, 2016 HRTPO Board meeting are attached.

Attachment 15

**Transcribed Public Comments from the  
July 21, 2016 HRTPO Board Meeting**

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

Five people requested to address the HRTPO Board at the July 21, 2016 Meeting. Chair Johnson asked them to limit their comments to three minutes.

***Ms. Dianna Howard***

***Virginia Beach Tea Party, Chair***

*My name is Dianna Howard and as the Chair of the Virginia Beach Tea Party I'm here to oppose the inclusion of these three light rail studies in the Long-Range 2040 Plan. I don't recall our City Council ever voting on including them. I don't recall our citizens having any input on it and I don't know why we have to repeat a study going from Newtown Road to the Oceanfront when we already paid for a \$6.6 million study that was already done and concluded that it wouldn't do anything for congestion, wouldn't improve the environment, and wouldn't be responsible for any economic development. So we're were just talking before about the Hampton Roads Crossing Study and wanting to do this huge amount of projects which would benefit us all and definitely if you want economic development, roads is the way to go, and I'm so happy that the Hampton Roads Bridge-Tunnel is on this having been stuck in that traffic for many years. So we need to prioritize projects to do the projects that we need with the limited amount of transportation funds that we have that we can expect to have, that we can budget for so is that we can get those projects done. Light rail is not going to solve that problem. Thank you.*

***Mr. Frank Papcin***

***Virginia Beach Citizen***

*Good afternoon, people. It's me again. Just to say hello. But I've got a couple of questions. I noticed the gateway has \$1.3 billion in it. I also noticed that \$710 million or \$760 million, I'm not sure which it is, comes from the Virginia Transportation Fund. That means that your committee there in Richmond turned around and decided that we're going to pull this money out and give it to them without going through the HB2 or the 1887. And my question is this: If they can turn around and pull out the money to do that for the Gateway, then why can they pull out the money to put that dead man's land between the 199 and 295 and get that part done. But they didn't want to be bothered doing that. So they're going to do it. So that dead man's land is going to stay there until somebody decides somewhere along the line, oh, let's get it done. Anyways, getting back to other things. We have money being allocated for light rail in Virginia Beach again. And everybody knows that it does nothing for congestion, and we have all these projects that are going to be done and we don't have the money to do it but we have money for studies to study a study and do a study and if I'm not mistaken, the Third Crossing had a study done years ago and because nothing was done, we have to do another study to study the study to find out whether or not you can go ahead and do what you plan on doing in the first place. You people didn't react when you had the opportunity because you didn't have the money. How could you have the money to keep spending it on studies that you don't do any work with? So that's my question. So how can you allocate money for things that may or may not get done and hold off on projects that need to be done, that need the money, but you don't have because you're paying for studies that don't ever get done. I like project, No. 4 -- D concept of doing the roads in this area, and I'm looking at it and same saying to myself, well, they have it broken down into four different category, four different studies, four different ways of doing it and my question is this, why don't they just take 564 and push it all the way to the Monitor-Merrimac, forget about the Craney Island project until later when you get more money. Why not turn around and alleviate a whole bunch, you're going to alleviate a whole bunch of traffic jams at the HRBT with a minimum amount of money and you people can get something done instead of doing another study. Thank you. I ran out of time again.*

**Mr. John Gergely**  
**Newport News Citizen**

*Hello. I'm going to address some of the earlier speakers, so this is going to be a little bit more disjointed than some of my previous talks. Mr. Rucker made his recommendations – here's one about cost estimates. The TPO should consider creating a documenting process update, validating, and coordinating project cost estimates/changes and revenue... That I think is very important. I wish he wouldn't have used the word "should", he shoes have used the word "shall" because it should be a definite need. We need good estimates on our all projects. To say the least the cost estimates that were used in the prioritization process were very optimistic to projects that were favored around here and very pessimistic to other projects, I mean, they're borderline fraudulent on some of them. We need really good estimates on every project that's been shown, that's being looked at. That would be money well spent by staff I think. Mr. Crum's presentation -- everything I saw in that presentation showed me that the Monitor Merrimac area is yes, it's growing, it's going to get congested eventually, but it's decades away from what the Hampton Roads Bridge-Tunnel congestion is now and will be in the future. That whole presentation showed me that we need to expand the Hampton Roads Bridge-Tunnel first. That should be the first project we to here and it needs to be done. Now, the SEIS is looking at six lanes across. I've talked to Mr. Smizik about the possibility of even looking at 8 lanes in the tubes and just six lanes as you go out; he said that's something that's still open. We need to improve the Hampton Roads Bridge-Tunnel before we do anything else because that's stifling tourism in Virginia Beach, our commerce, our congestion. It's the most geographically the best location to cross the Hampton Roads. We don't need a parallel to Hampton Roads, which is crossing Hampton Roads, which is the Third -- Patriots Crossing, which just runs along the border. It doesn't ever cross Hampton Roads. We need more tubes across Hampton Roads, and that should be our main project, our first priority to do. I guess that's all. Thank you.*

**Ms. Donna Sayegh**  
**Portsmouth Citizen**

*Good afternoon. My name is Donna Sayegh, and I live in Portsmouth. In the agenda for today there's a flyer reading why Hampton Roads should be an Urban Area Security Initiative Region. Here are the reasons that someone put onto the HRTPO -- Norfolk Naval Station is the largest naval base in the world, the United States military's asset in Hampton Roads play a critical role in the national security of the country. Hampton Roads has a higher percentage of labor force employed in the Armed Forces Field than any other metropolitan region in the world with a population between one and three million people. The Hampton Roads region is home to approximately 115,000 highly trained, uniformed and civil service Department of Defense personnel across 24 military bases. In 2014, the ports of Hampton Roads handled 16 percent of all East Coast foreign trade by weight, and we expect increases in this share after the widening of the Panama Canal. Almost 20 percent of the shipbuilding and repair in the United States occurs in Hampton Roads with the federal government responsible for the vast majority of this work. The flyer goes on to read despite these unfair legal national security aspects, Hampton Roads has one of the smallest FBI field offices in the nation, creating a significant anti-terrorism gap for these assets. We the people don't need to schedule government initiative. The people have "Act for America" which is a grassroots national security organization to protect America. Our security has been inundated through the White House and those we elected to protect us are consorting with our enemies as I speak. We have an ultimate betrayal of our time. The federal government has betrayed our constitution in every way. By disarming us it is preparing us to be destroyed by the Refugees Resettlement Working Group. This is one of the ways to destroy us by weakening the people from within. This initiative is a further weakening process that is a cover for treasonist acts of aggression to the American people through our military. Thanks for listening.*

**Mr. Ellis James**  
**Norfolk Citizen**

*Thank you, Madam Chair, and members to TPO. My name is Ellis W. James. I reside at 2021 Kenlake Place in City of Norfolk. Before I start on my particular concern, I would like to thank Mr. Rucker for an excellent job and review, and negative comments to the contrary are unwarranted in my view for what it's worth. We have a lot of construction going on in this area, and there is one thing that I'm concerned about that has just cropped up -- that construction is necessary, but it is at times through truck traffic and all the other construction traffic contaminating our air quality. Much to my surprise two days ago, I reviewed some material that I was unaware of. It looks now as if fracking is impacting the asthma rates in some areas. If that is accurate, then we need to pay close attention to not only fracking, but the pipeline, the natural gas pipeline, and I'm not trying to hammer my friend Senator Wagner, but it is an additional part of the question of the impact on our air quality, especially if the medical aspects of this are accurate and the data proves to show that it is, then we need to pay attention closely to any efforts to bring that kind of activity to areas to the west of us. Now, we on the Southside are not nearly as greatly impacted, but we need to pay close attention to that and to find out whether or not in fact some of our communities that are within this body need to pay close attention and check the potential impacts for that. Mrs. Johnson, thank you very much.*