

ITEM #16: PUBLIC COMMENT PERIOD

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

ITEM #17: 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 #18: TRANSCRIBED PUBLIC COMMENTS FROM PREVIOUS HRTPO MEETING

The transcribed public comments from the October 18, 2018 HRTPO Board meeting are attached.

Attachment 18

**Transcribed Public Comments from the
October 18, 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.*

One person requested to address the HRTPO Board at the October 18, 2018 Meeting. Chair Shepperd asked them to limit their comments to three minutes.

Mr. John Gergely
Newport News Citizen

I've been coming here almost 20 years now, and I have to say this is the best discussion I've ever heard. Very little political agenda. You guys really had a good discussion. You're not quite there yet, but you're getting there. A couple things I'd point out about the discussion. The old trestles, they don't really have any relationship to the expansion at HRBT. They have to be fixed anyway even if you weren't going to add capacity. They have to be fixed. So that's just on the State. That's not on you guys at all. That even makes the new additions more important. Start building them because if they don't fix those trestles or if they have to do some maintenance and shut down parts of the Hampton Roads Bridge Tunnel, it would be really nice if we had new tunnels in service so it can be used. By the way, you talk about not using, not making HOT lanes for any old construction; all the westbound lanes at HRBT will be old construction, I don't know how you're going to work around that. That's something you have to think about. My idea is don't have HOT lanes, but that's another story. And by HOT lanes, you talk about having a better study, your consultant PFM has told you HOT lanes very seldom pay for themselves or barely pay for themselves usually. So you really need an extensive revenue analysis of what you're going to get out of the HOT lanes. And also they're not going to really relieve congestion as much as just having general purpose lanes. Mr. Utterback many months ago told you that he expects the HOT lanes to reduce congestion in the general lanes by ten percent and eventually eighteen percent. That's not what one extra lane would do if it was a general purpose lane. I really like the way you're thinking, the HOT lanes reducing it as much as possible, and really and not ever need them. By the way, great discussion, guys.