

ITEM #14: PUBLIC COMMENT PERIOD

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

ITEM #15: 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 #16: TRANSCRIBED PUBLIC COMMENTS FROM PREVIOUS HRTPO MEETING

The transcribed public comments from the October 20, 2016 HRTPO Board meeting are attached.

Attachment 16

Transcribed Public Comments from the October 20, 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.

Three people requested to address the HRTPO Board at the October 20, 2016 Meeting. Chair Johnson asked them to limit their comments to three minutes.

Ms. Donna Sayegh Portsmouth Citizen

Good afternoon. My name is Donna Sayegh and I live in Portsmouth. Public involvement of the citizens is a requirement of every government policy body of we the people. Since transportation has a significant impact on the people of Hampton Roads, we the citizens, need to be able to participate in the development of the regional transportation priorities. In order for we the people to be involved, we must first be informed of the transportation planning process and the way our involvement can shape and enhance programs and policies. The HRTPO's major goal is to reach out to us, the citizens, and engage us in a meaningful dialogue so our needs, perceptions, and potential impacts to our way of life can be met. To get Donna's needs met, she organizes in a structure all organizations so she can exercise self-governance. The agenda today demonstrates why Donna seeks to see the organizational structure of the HRTPO. In your packet, you all have a handout of the HRTPO organizational structure. You will also see the letter I wrote to the Director asking him to meet with me to finalize the HRTPO organizational structure. In the letter I included a list of committees for verification. Here is the draft copy of the organizational structure for the HRPDC. Here are the elected and chief administrative officers, then the director and assistant, then the committees with the staff and the state agencies. Donna sees in the draft bylaws both HRTPO and HRPDC information. The HRTPO was created in 2009 by the General Assembly. The HRPDC was created by the General Assembly in 1968 through the Virginia Area Development Act and in 1995, modified this act with the Regional Cooperation Act to form the PDC to form a forum for state and local government to address issues of regional nature. In this agenda, these items need to be omitted. Attachment 4 directors report needs to be under the HRPDC meeting as well as Attachment 13 with the audit. In the draft bylaws, the last paragraph on page one needs to be omitted. It has the caption Planning District Commission. On page 8 under CTAC, it state that it shall provide public input through the HRTPO board on transportation issues. It doesn't say PDC issues. In reality, everyday citizens are not part of the decision-making process anywhere in government. It has come from board or commission members. I'll give you an example. At the Economic Development Authority the other day, one commissioner was not on the agenda to speak and there was no motion to add him to it. He was allowed to present his project and then another member suggested the ways that the board could finance this project. This is example talk to me that in government if Dona is not on a board or her commission her ideas have been discounted. We no longer have a representative government of the people, by the people, or for the people. We not have a socialist government. Thanks for listening.

Mr. Frank Papcin Virginia Beach Citizen

Good afternoon, people. I'm back again. I know some of you people listen, some of you people just ignore it. We're talking about HOV lanes again. HOT lanes, I was there when the HOV, the reversible lanes in Norfolk was a plan. I was here when it was built, I was here when it failed, I was here when they changed it to HOV-2, and now you people are going to turn around and turn it into a HTO lane. Where you're going to take \$1.7 million out of the economy of this region for less than a half a million dollars going into some project somewhere in the state of Virginia on 64 property, not knowing where this property is going to be. You don't know if it's here in Hampton Roads, you don't know if its over there on I-84. No one seems to know, no one seems to make any comments as to where this money is going. I'm personally, I think it's going to go into that dead man's land

between Hampton Roads and Richmond because that's where they seem to need the money. My personal would be to take that money since you're going to do it and nothing anyone is going to be able to say, I would take that money and put it towards the 564 tie-in to 664, which is what I see in Norfolk's Hybrid B. It's a half a million dollars a year for the people who use the road, from the people who would benefit from the road and this will give them an opportunity to have more than one way of getting in and out of that area. By building that segment to road, you turn around and give these people an opportunity to get into that area from all over the region. It is not for the ports. It's for the people who live there, who work there. It's to get rid of the traffic that runs up and down the streets in Norfolk. It's for everyone, and if you turn around and say no, we're going to do this and we're going to do that and you don't do anything, now you're going to put in, you're going to put in HOT lanes for buses that run through the transit, which reminds me of the reversible lanes that you build, that was restricted, my goodness, that means more roads people can't ride in unless you're willing to pay. Well, aren't we paying enough now without being forced to pay even more? It's about time you started building things for us and not for different people. I understand you're saying well, we're building for the future. Well, the future is now and HOV lanes proved that you were wrong then, and I think you're going to be wrong again, but who am I, I'm only a little pion. Anyway, I ran out of time again, I knew I would. Have a nice day.

Mr. Ellis James
Norfolk Citizen

Thank you, Madam Chair. My name is Ellis W. James. I reside in the city of Norfolk, and I'm a proud member of citizen's participation. I want to say now that the easy business has been taken care of, I want to address you fine members of the TPO and ask you to address what potentially we in Norfolk would consider to be a serious issue. As I moved around the community on Tuesday night, doing a lot of work and going to an NEC meeting and a civic league meeting in Lambert's Point, I was stunned to hear that the citizens, many of them in Lambert's Point who are at ground zero with respect to the coal dust issue, believed that there were additional trucks being added to Hampton Boulevard loaded with coal. Now, if that is true, what would be a stunning development. I hope it's not true, but I would certainly hope that because of this major issue of traffic impacts on ODU, EVMS, the medical complexes, all of those things that come into play on the west side of Norfolk with respect to the traffic, I hope we can get to the bottom of this so that I can go back to these folks and set the record straight as a citizen who is in the neighborhood and grew up in Edgewater. I have a good feel for the west side of Norfolk and I think it's extremely important. It may not be a top priority item, but it is very serious, and I just wanted to call it to your attention. Thank you.