

ITEM #1: CALL TO ORDER

The meeting is scheduled to be called to order by the chair at 10:30 a.m.

ITEM #2: APPROVAL OF AGENDA [*Action Requested*]

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires consideration by the HRTPO Board should be submitted at this time, as opposed to under “Old/New Business.”

RECOMMENDED ACTION:

Approve the agenda.

ITEM #3: PUBLIC COMMENTS

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

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

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 Meeting

The transcribed public comments from the October 21, 2021 HRTPO Board meeting are attached.

Attachment 3C

**Transcribed Public Comments from the
May 16, 2019 HRTPO Board Meeting**

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

***John Gergely
Newport News***

Thank you. I'd like to talk about congestion pricing, about the so-called express lanes that are taking over our area, and they're really congestion pricing, and it's a regressive tax. It hurts the low earners they pay as much as a high roller. A McDonald's clerk or E3 pays as much as a lawyer, a doctor or a Colonel. And they really don't relieve congestion. They don't even provide positive revenue. You've had your own consultants come up here and tell you that; your own consultants. Now that Norfolk's had this congestion pricing for quite a while, VDOT wants to bring it to the Peninsula. There was a public hearing this September 30th in Hampton, a very remote corner of Hampton, that was hard to find, was very sparsely attended, and it had very vague literature, this literature here. It only talked about 13 miles of congestion, and they called it express lane. Nowhere in the literature did they mention that there was going to be a toll. Nowhere in the literature did they mention that it's going to hook to a bigger connection. This is called section 4a, 4b, they're on your agenda later today. Nowhere does it say it's going to hook to 4c, then the Hampton Roads Bridge Tunnel, across the Bridge Tunnel, over to Ward's Corner, and finally hook up the congestion pricing here. Eventually there's going to be a whole loop all around this area. But you know, you people all know this, but the general public doesn't know that, and this literature did not tell them that. And here's a five-question sheet, and it's funny, it asked questions like: How did you find out about this meeting? You know that's not public hearings, that's not telling the public what you're doing. And the funny part is that's not even congested highway there, it doesn't get congested until it gets down to the Bridge Tunnel, and that's going to be fixed when we get this new David Yancey tube put in, unless you guys toll them, allow VDOT to toll them. You know for eight years now, since 2014, we've been paying taxes to the Hampton Roads Transportation Fund and that's done a lot of good. It's building the Hampton Roads Bridge Tunnel extensions, the High Rise Bridge, the interstate west of Jefferson Avenue, and a lot of other stuff is doing good. But when the General Assembly passed that tax, they put a thing in there that said that those funds should only be used to provide the greatest impact to reduce congestion to the greatest number of citizens of the area. And congestion pricing does not do that. Congestion pricing only makes a private lane for people that can afford it, not for most of your constituents. And there's only one group that could stop that and that's you people. Am I out of time? I'm sorry, thank you very much. if there's any questions I'd be glad to answer them.