

AGENDA NOTE – HRPDC EXECUTIVE COMMITTEE MEETING

ITEM #7: SUBMITTED PUBLIC COMMENTS

There are no recently submitted written public comments. Any new written public comments will be distributed as a handout at the meeting.

ITEM #8: PUBLIC COMMENT PERIOD

Members of the public are invited to address the Hampton Roads Planning District Commission. Each speaker is limited to three minutes.

ITEM #9: APPROVAL OF CONSENT AGENDA ITEMS

A. MINUTES

The Minutes of the January 16, 2014 HRPDC Quarterly Commission Meeting and the summary minutes of the February 20, 2014 Joint HRPDC/HRTPO Retreat are attached.

Attachment 9-A1

Attachment 9-A2

RECOMMENDED ACTION:

The HRPDC staff recommends approval of the minutes.

B. TREASURER'S REPORT

The Balance Sheet and Statement of Revenue and Expenditure for December 2013 and January 2014 activities are attached. These statements reflect the financial status of the HRPDC as a whole.

Attachment 9-B1

Attachment 9-B2

RECOMMENDED ACTION:

The HRPDC staff recommends the Treasurer's Reports be accepted.

C. REGIONAL REVIEWS

1. PNRS

The HRPDC staff is routinely involved in the review of applications for grants to support projects involving federal or state funding. To ensure that all Commissioners are aware of projects being reviewed, brief summaries of these projects and anticipated review schedules are included in the Agenda. The HRPDC staff will continue to request comments directly from staff in localities that appear to be directly affected by a project. Review and comment by more than one locality is requested when a project may affect the entire region or a sub-regional area. There were no outstanding comments received as of March 7, 2014.

Attachment 9-C1

RECOMMENDED ACTION: None required.

2. ENVIRONMENTAL IMPACT ASSESSMENT/STATEMENT REVIEW

The HRPDC staff is routinely involved in the review of environmental impact assessments and statements for projects involving federal funding or permits as well as state development projects. To ensure that all Commissioners are aware of projects being reviewed, brief summaries of these projects and anticipated review schedules are included. The HRPDC staff will continue to request comments directly from staff in localities that appear to be directly affected by a project. There were no outstanding comments as of March 7, 2014 on these projects.

Attachment 9-C2

RECOMMENDED ACTION: None required.

Hampton Roads Planning District Commission
Quarterly Commission Meeting
Minutes of January 16, 2014

The Quarterly Commission Meeting of the Hampton Roads Planning District Commission was called to order at 9:37 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

COMMISSIONERS:

Kenneth Wright, Chairman (PO)
Clyde Haulman, Vice Chairman (WM)
James Baker (CH)
Amar Dwarkanath (CH)
Dr. Ella P. Ward (CH)
Barry Cheatham (FR)
Randy Martin (FR)
Brenda Garton (GL)
John Meyer (GL)
Mary Bunting (HA)
Will J. Moffett (HA)
George Wallace (HA)
Dee Dee Darden (IW)
Anne Seward (IW)
Mary Jones (JCC)
Doug Powell (JCC)

Jim Bourey (NN)
McKinley Price (NN)
*Angela Williams (NO) Late
John Rowe (PO)
J. Randall Wheeler (PQ)
Michael W. Johnson (SH)
Barry Porter (SH)
Selena Cuffee-Glenn (SU)
Linda T. Johnson (SU)
Tyrone Franklin (SY)
John Seward (SY)
Robert Dyer (VB)
Barbara Henley (VB)
Louis R. Jones (VB)
Jackson C. Tuttle, II (WM)
James McReynolds, Treasurer (YK)
Thomas G. Shepperd (YK)

Executive Director:

Dwight L. Farmer

*Late arrival or early departure

EXECUTIVE COMMITTEE (ABSENT)

Debbie Ritter (CH)
Scott Matheson (CH)
Debbie Ritter (CH)
Sharon Scott (NN)
Paul Fraim (NO)
Marcus Jones (NO)

Thomas Smigiel (NO)
W. Eugene-Hunt (PQ)
Amelia Ross-Hammond (VB)
John Uhrin (VB)
John Moss (VB)

OTHERS RECORDED ATTENDING:

Dan Bell (Future of HR), Jeff Raliski (NO), John Gergely (NN), Michael King (NN), Brian Deprofio (HA), Eric Nielsen (SU), Bruce Phillips (SH), L. Frank Mach (Mid-Atl Gateway) Cathy Aiello, Eric Stringfield (VDOT), Ellis James (NO) Staff: Randy Keaton, Camelia Ravanbakht, Shernita Bethea, Melton Boyer, Curtis Brown, James Clary, Nancy Collins, Kathlene Grauberger, Greg Grootendorst, Julia Hillegass, Jim Hummer, Mike Long, Jai McBride, Katie Cullipher, Sara Kidd, Whitney Katchmark, Kelli Peterson, Joe Turner, Chris Vaigneur, Felecia Williams.

APPROVAL/MODIFICATION OF AGENDA

Chairman Wright asked for a motion to approve agenda as written.

Commissioner Randy Wheeler Moved to approve the agenda; seconded by Commissioner McKinley Price. The Motion Carried.

WORKSHOP AGENDA

2014 Economic Forecast

Mr. Greg Grootendorst, Chief Economist, presented the annual HRPDC regional 2014 Economic Forecast to the Commission. The forecast presentation included:

- Review of local and national trends
- A forecast for gross regional products such as: employment, unemployment, retail sales, and residential construction.

Mr. Grootendorst reported that by looking at the gross domestic product or the stock market, that it appears that Hampton Roads has more than come back from the recession and is doing quite well. However, the region is still 1.2 million below where it was prerecession with nonfarm civilian employment, and our employment rate remains at elevated highs.

Mr. Grootendorst presented a graph which demonstrated the comparison of the great recession to all other post WWII recessions. The graph showed the comparison of Hampton Roads and Virginia to the United States. Virginia's prerecession high with employment actually started in July of 2007, six months earlier than the nation.

Although jobs have been lost, if the region grew at the fastest rate it has ever grown which was in 1997, we could expect to see full return to peak employment in January of 2015. However, if Hampton Roads grows at an average rate, the growth will not be until May 2017. That is when the region will reach the peak employment we saw in January of 2007.

Mr. Grootendorst stated he was told earlier that day that at a national level, there has been 14 straight months of growth in healthcare employment. The healthcare industry has been growing for the past six years. The big story is looking at retail trade. There has been a significant decline in jobs lost in retail and construction. Hampton Roads has been hit harder in information, retail, transportation, and business services. We have performed better than the nation when it comes to looking at the manufacturing component and state and federal employment. However, spending cuts last year hit contractors hard, which quickly moved to the unemployment rate. Compared to all other metro areas, Hampton Roads' employment rate recovered quickly. Our current rate is 5.5 percent, slightly higher than the state at 5.4 percent and better than the nation at seven percent.

In the past year, Hampton Roads has seen growth in healthcare and a rebound in construction and retail trade. On the other hand, federal government has taken a big hit in its scientific and technical services. Also, housing has exacerbated the impact of the recession. Hampton Roads has grown faster than the nation in housing. Mr. Grootendorst pointed out that on a historic scale, mortgage rates are low, but jumped from 3.35 percent in December 2012 to 4.5 percent. That is a substantial jump when looking over the past year and there will be some head wind the housing market will face.

Mr. Grootendorst pointed out that trade at the Port of Virginia experienced strong growth. As the international trade goes up, so does Virginia. If one trade drops, they both drop.

Tourism expenditures bounced back in Hampton Roads after the recession, however 2013 was an off year for travel and businesses. The defense cuts in 2013 were a big hit in the economy. Hampton Roads never saw the true impact of sequester. However, it is certainly going to be an important component moving into 2014.

The Economic Forecast expectations for the coming year:

- Expect the gross domestic product to be 2.6 percent for the nation.
- Interest rates will remain relatively low
- Gross product for the region to improve modestly
- Unemployment rate will slowly decline
- Retail sales should be improved

The Chairman opened the floor for questions.

Commissioner Thomas Shepperd asked for clarification on slide #15.

Mr. Grootendorst replied, that Hampton Roads was driven down by sequester and basically that was the fiscal cliff is what you saw. So it went from the budget cap, and down to sequester and the cliff drove us on the chart with the steep drop in 2012 down to where we were in 2013, and we're expect with the sequester over the last agreement, it was going to push 2014 down even further as we move things. Purple lines are the actions in Congress to push back the expenditure cuts another two years to save 2014 and 2015. The green line shows the budget act of 2013, which is going through now.

Mr. Grootendorst conceded it as a warranted clarification. However, the good news is Hampton Roads moved from the green, which is what we were looking at, to the purple dotted line.

Commissioner Shepperd asked for clarification on slide #16. Procurement is shown there, and carriers were mentioned. Does this relate predominantly to the refit of carriers?

Mr. Grootendorst replied: The carriers are a huge component of procurement, but the procurement category illustrated here contained all federal contracts. So it is not just the refueling and the building of ships, but also any shipbuilding repair work that is done as long as any contracting is outside of manufacturing.

Commissioner Shepperd stated he assumed the salary and wages were dropping off as he does not see the federal government cutting wages. Is this a loss of personnel? Mr. Grootendorst replied: Affirmatively.

Commissioner Shepperd asked What is being acquired in the sense of the federal government that is nonmilitary?

Mr. Grootendorst stated they moved a lot from hiring personnel to contracting.

Sewer Consolidation Update

Whitney Katchmark, Principal Water Resources Planner, touched on the subject of the hybrid plan. In August, there was a completion of a sewer consolidation report, which the main recommendation was to consolidate the localities' sewer assets.

The main recommendation has an estimated savings of about a billion dollars overall, but there was some feedback from localities concerning the switch and transferring both ownership and operation of those local systems to HRSD. HRSD took in consideration the feedback from the localities and came up with the hybrid plan. Staff have been working out the details with the Directors of Utilities Committee and a number of attorneys that have been reviewing this. Under the hybrid plan, HRSD will be responsible for implementing and paying for the regional wet weather management plan. That would include all the rehabilitation and all the capacity improvements. In doing this, localities would continue maintaining and operating their systems and retain ownership of their assets and give them a little more control over system expansion. In the long-term, localities would be relieved from the regulatory liability associated with wet weather overflows.

Finally, the details of this hybrid plan were defined under a memorandum of agreement, that was just finalized. EPA and DEQ reviewed the hybrid plan and agreed to modify the consent decree and special order by consent if the MOA's approved by all localities. If it is decided to go ahead with the hybrid plan, the decision to sign or not sign the MOA must be made by February 28.

The Chairman asked for any questions.

Commissioner Brenda Garton wanted to know What happens if one or two localities do not agree to it; can one or two localities derail the whole hybrid plan?

Ms. Katchmark replied: Affirmatively. The choice is either everyone agrees with and we go with the hybrid plan or you do not all agree and we stick with the status quo and localities will do the rehabilitation plan and HRSD will do their part.

Commissioner Sheppard asked: why is it all or none? Is it because a lot of localities are already tied into HRSD?

Ms. Katchmark replied; that with the original plan, which consolidates all the assets, it was all or nothing. Then this scenario is Plan B which was developed quickly and you get the savings by having everyone in agreement and being able to do this one, holistic, cost effective regional wet weather plan. We do not have information and analysis on if one or two localities were in or out. HRSD is not interested in having this mixture.

Commissioner Sheppard stated he found it difficult to believe that if one locality does not agree, that the rest of the region is not going to be able to make it economically viable. It does not make sense.

Ms. Katchmark replied: the decisions and deadlines are driven by the EPA and DEQ. There are other options, but they were the only two options that have been well defined and evaluated.

Commissioner Randy Wheeler stated City of Poquoson did approve the agreement.

Commissioner Jack Tuttle stated he thought it is important, that all localities are HRSD customers, so therefore, when the rates go up for HRSD under the wet weather management plan to pay for all of that, if someone were to opt out they would still need their own wet weather management plan to pay for their own separate upgrade. We are all going to pay regardless.

Regional Strategic Plan Update

Ms. Jai McBride, Principal Regional Planner, presented an overview of the regional strategic planning process. During the annual retreat, in February 2013, the Commission authorized staff to develop a process for creating a regional strategic plan. On May 16, 2013 ULI hosted Reality Check. Mr. Robert Grow of Utah was the guest speaker. He talked about the Envision Utah project. This project was successful because of the following process:

- A. Community-based planning techniques
- B. Build consistency among large group
- C. Establish regional corporation
- D. Create urban vision to preserve critical lands to promote water quality and clean air

- E. Provide housing options
- F. Improve the transportation system.

They were guided by diverse group of stakeholders who used community values to find common ground and build consensus.

Angela Williams arrived.

In early June 2013, the PDC had its first in house staff working session, which focused on how to move forward with our process. On June 26, the first steering committee meeting where the project Envision Hampton Roads came about.

On September 30, 2013, the first stakeholder meeting was held. During this meeting the seven step action plan was established. The plan began with identifying regional community values.

The planning actually begins in step four. Values are used to identify or determine regional community vision; then visions are used to formulate value-based regional strategies. Afterwards, the actual planner or creator can begin to identify funding, building and tracking of our performance.

On October 22 the second steering committee meeting was held. During this meeting, the discussion focused on the costs associated with completing step one as well as the importance of qualitative research, which provides information needed to design quantitative studies.

The cost associated with identifying the region's shared values is \$75,000.

- \$15,000 will be used for the listening sessions.
- \$30,000 will be used to design an instrument for reporting the findings.
- \$30,000 will be used to conduct or execute the survey.

November 13 was the second stakeholder meeting. In this meeting, the budget, as well as the qualitative research, was discussed. A listening session tool kit was also designed. The listening tool kit includes five key questions:

- What community values do you think currently best defines Hampton Roads?
- Do any of the community values or characteristics set Hampton Roads apart from other communities?
- What community values would you like to add to list? out of all listed today?
- Out of all listed today, what are the most worth protecting in Hampton Roads?
- Do you have any questions or input about the envision Hampton Roads process?

On December 9 in the third steering meeting, ULI shared funding strategies.

In this meeting, ULI asked for a commitment from the stakeholders to pledge \$1,000 for the funding of the community value survey. Bill Bell, of Newport News Shipbuilding, agreed to match up to \$22,500.

The goal of Envision Hampton Roads is to establish a regional vision that ultimately creates a blueprint for the region's future that leads to Hampton Roads being a great place to live.

Chairman Wright asked for any questions.

Chairman Wright asked Dwight Farmer to give a briefing on a couple of consent items (8I and 8L) before the approval.

Dwight Farmer, Executive Director, stated that as it relates to Jai's presentation, the HRPDC is in the process of finalizing the final scope of work with Christopher Newport University and a team of other scientists to move forward to do a community value survey and put together a regional strategic plan.

In February with a contract with CNU, we will perform a survey that will take the listening sessions out to the community to see what rises to the top: healthcare, police, education, or transportation. I think we will be surprised of the outcome. We will have the result in late spring .

Chairman Wright opened the floor for questions or comments. Chairman Wright discussed the structure of both boards (PDC/TPO) from late last year.

Mr. Farmer commented that there was not a Personnel and Budget Committee in place for the TPO.

There will now be one Personnel & Budget committee for both the PDC and TPO comprised of the Chair and Vice Chair; 2 Chief Admin Offices, the Treasurer, the Secretary and one additional elected official from the HRPDC.

Submitted Public Comments

Chairman Wright indicated there were no submitted public comments.

Public Comment

Two speakers requested to address the Hampton Roads Planning District Commission.

Chairman Wright introduced the first speaker, Mr. Mark Geduldig-Yatrofsky.

Mr. Mark Geduldig-Yatrofsky

Good Morning. Happy New Year to all. Mr. Chair, honorable commissioners and fellow citizens. We have to stop meeting like this. Not stop meeting, not stop communicating but the time I believe is here when we can leverage our technology assets to enable people to participate in this meeting from places closer to home. I don't recall when the PDC or TPO last looked at the details of the meeting through electronic communications. But I think it's been a number of years and the technology has moved forward to where I think it might now be more easily accomplished. For the people at the far ends of this region, the burden of travel to this meeting on a monthly basis is much greater than those who are closer. It is a time eater, and while technology has its monetary costs, there are in kind costs that some members of this commission are bearing either individually or their localities are bearing. So I urge you re-examine the issue and see if there aren't ways to comply with the open meeting requirements of all levels of government and bringing this together electronically rather than physically.

You also have a leadership responsibility. We talk particularly in Transportation Planning Organizations, about reducing unnecessary travel as a means of reducing the demand for new highways. And so if those of you in this room were to set an example for that sort of behavior, I think it would be useful. Thank you very much.

Chairman Wright introduced the next speaker, Mr. Ellis James.

Mr. Ellis James

Good morning. Thank you, Mr. Chairman, Happy New Year to all of you here in the room. I would be remiss if I didn't mention to my friend that there is value in contact, and there is down the road a disadvantage to the high technology in my opinion, but that's not what I was going to speak about.

A couple of things that are germane to each community's assessment of risk have broken full bore in the national news, but it applies close to home. Chemical spills brought Charleston, West Virginia, to a virtual stand still in many regards. Schools closed, business is lost, impacted and so on. I'm sure you could not have possibly missed what has gone on for the last week. I would urge each one of the communities to do a quick survey and review of facilities, storage tanks, that kind of things. I'm not picking on my friends in Chesapeake, but I do want to mention that one day in Chesapeake, we had a major tank collapse and it caught everyone by surprise, but I think the assessment and the study of what happened in the end proved that we didn't stay on top of inspections and monitoring exactly what was going on.

The other thing I would mention, because that is such a self-evident issue, I believe. The other thing is the election. Oh, I guess you noticed I was involved in the election. The local boards did an excellent job in a very difficult situation. When I opened up Baron Black in Norfolk at 5:30 in the morning, it was minus five wind chill. Many, many, many of our citizens did not vote in the state Senate six elections. Eight votes, nine votes is as good as nine hundred, but it's extremely important that we try to be able to handle that kind of situation and especially when it's a weather event. So I would urge the communities to pay close attention to the issue of a nonpartisan, bipartisan, if it need be, committee to do the drawing of district lines. There is legislation I believe in currently in the General Assembly and I would urge each one of the

communities to please study this issue carefully to push for some common sense in the drawing of district lines. Thank you Mr. Chairman.

Approval of Consent Items

Chairman Wright asked for approval of the following consent items:

- A. Minutes of November 21, 2013 Meeting
- B. Treasurer's Report
- C. Regional PNRS Reviews – Monthly Status Report
 - 1. PNRS Reviews
 - 2. Environmental Impact Assessment/Statement Review
- D. Budget Amendment – Personnel
- E. Appointment of a Southside HRPDC representative to the HRMMRS Oversight Committee
- F. Contract for James City County Comprehensive Plan
- G. Hampton Roads Watershed Roundtable Grant Authorization
- H. Revisions to HRPDC/HRTPO Personnel Manual
- I. Memorandum of Understanding between HRPDC and HRTPO regarding Personnel and Budget Committee
- J. Contract for Envision Hampton Roads
- K. 2014 Economic Forecast
- L. Consultant Services Contract Task Order

Commissioner Shepperd Moved to approved the consent items; second by Commissioner McKinley Price. The Motion carried.

HRPDC Three Month Tentative Schedule

Chairman Wright outlined the Three Month Tentative Schedule section of the agenda.

Chairman Wright reminded the Commission that next month is the Commission's annual retreat.

Commissioner Shepperd commented on the last retreat by stating, that we were the only place where many municipalities with the mixture of the city and county administrators tied to or associated with actions, briefings and common points with elected representatives. This is a great opportunity for folks to share or bring up issues of significance. Sometimes there is a tendency, I think, why with this group to be a little shy or not stepping forward on an issue so it can be voiced, heard and understood. Mr. James comes up here every time we show up and he presents really interesting points and I see people shaking their heads and saying yes to stuff. We need to take advantage of PDC opportunity to share information from one side of the Hampton Roads to the other. I sometimes feel a little frustrated with the fact that I do not necessarily get that engagement

or the ideas that you guys have, but I encourage you to bring this to our retreat so that we can share these ideas, because I hate to see us lose opportunities.

Commissioner Wheeler commented that he agrees with Mr. Shepperd comments. It is unfortunate that the retreat is scheduled at the same time as the Local Government Manager's Winter Conference. Each year this point is brought up and it is still so many of us would be at the Winter Conference than here, but you had to make a choice. I apologize for that because I would rather be here.

Project Status Reports and Advisory Committee Summaries

Chairman Wright identified the advisory summary section of the agenda.

Old/New Business

Chairman Wright identified the Old/New Business section of the agenda

Whitney Katchmark commented on the New Business to modify our legislative agenda. There is a renewed interested in drilling oil in the Taylor Basin, Northern Neck of Peninsula.

The reason for the modification of the agenda is to support legislation that would protect the aquifer system.

Commissioner Shepperd asked if that was offshore drilling? Ms. Katchmark replied negatively.

Commissioner Shepperd asked; if it was onshore? Ms. Katchmark replied affirmatively.

Chairman Wright asked for a motion to adjourn at 10:30 a.m.

After the motion to adjourn, Chairman Wright asked if PDC would remain for an important announcement.

Mr. Farmer announced that he will be retiring on July 1, 2014.

Adjournment

Kenneth I. Wright
Chairman

Dwight L. Farmer
Executive Director/Secretary

**Hampton Roads Planning District Commission and the
Hampton Roads Transportation Planning Organization (TPO)
Joint Retreat Minutes of February 20, 2014**

The Joint Retreat of the Hampton Roads Planning District Commission (HRPDC) and the Hampton Roads Transportation Planning Organization (HRTPO) was called to order at 10:35 a.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRPDC/HRTPO Members in Attendance:

Kenneth I. Wright, HRPDC Chair (PO)	Linda T. Johnson (SU)
McKinley Price, HRTPO Chair (NN)	Tyrone Franklin (SY)
James E. Baker (CH)	John Seward (SY)
Amar Dwarkanath (CH)	Robert Dyer (VB)*
Alan P. Krasnoff (CH)	Barbara Henley (VB)
Ella Ward (CH)	Louis Jones (VB)
Barry Cheatham (FR)	Amelia Ross-Hammond (VB)
Randy Martin (FR)	William D. Sessoms (VB)
John Meyer (GL)	James Spore (VB)
Mary Bunting (HA)	Clyde Haulman (WM)
Dee Dee Darden (IW)	Jackson C. Tuttle, II (WM)
Mary Jones (JC)	Thomas G. Shepperd, Jr. (YK)
Jim Bourey (NN)	Shepelle Watkins-White (CTAC)
Sharon Scott (NN)*	Jennifer Mitchell (DRPT)
Paul D. Fraim (NO)	Ivan Rucker (FHWA)
Marcus Jones (NO)*	William E. Harrell (HRT)
John Rowe (PO)	Colonel Jayne Jansen (Langley-Eustis)
Barry Porter (SH)	James Utterback (VDOT)
Charles Brown (SU)	Jeff Florin (VPA)
Selena Cuffee-Glenn (SU)	Kevan Danker (WATA)

HRPDC/HRTPO Members Absent:

Scott Matheson (CH)	Irene Rico (FHWA)
Debbie Ritter (CH)	Tony Cho (FTA)
Brenda Garton (GL)	Brigid Hynes-Cherin (FTA)
Will J. Moffett (HA)	William Bell (FTAC)
George Wallace (HA)	Senator Thomas Norment (GA)**
Anne Seward (IW)	Senator Frank Wagner (GA)**
Doug Powell (JC)	Delegate Chris Stolle (GA)**
Thomas Smigiel (NO)	Delegate David Yancey (GA)**
Angelia Williams (NO)	Col. John Allen (Langley-Eustis)
W. Eugene Hunt (PQ)	Col. William Galbraith (Langley-Eustis)
J. Randall Wheeler (PQ)	Wayne Shank (NAA)
Michael Johnson (SH)	Ken Spirito (PAC)
John Moss (VB)	Capt. Robert Clark (USN)
John Uhrin (VB)	Capt. John Little (USCG)
James O. McReynolds (YK)	Randall P. Burdette (VDOA)
Jeffrey Breeden (FAA)	Rodney Oliver (VPA)

HRTPO Executive Director:

Dwight L. Farmer

CTB Participants:

Hollis Ellis
John Malbon
Shep Miller

Other Participants:

Secretary Aubrey Layne, Jr.	Allen Murphy (JC)
David White (FTAC)	Bruce Phillips (SH)
Jamie Oliver (IW)	Peter Huber (Willcox & Savage)

* Late arrival or early departure

** Not in attendance due to the 2014 General Assembly Session

Others Recorded Attending:

Cliff Dunn, Jonathan Nye (Citizens); Mark Osenbaugh, Earl Sorey (CH); Brian DeProfio (HA); Michael King (NN); Jeff Raliski, Ron Williams (NO); Bob Baldwin (PO); Sherry Hunt (SU); Bob Matthias, Brian Solis (VB); Rhonda Murray (Navy Region Mid-Atlantic); Tracy Baynard (McGuire Woods Consulting); Bruce McIntosh (EV Williams); Ellis W. James (Sierra Club Observer); Mark Geduldig-Yatrofsky (Portsmouthcitywatch.org); David Forster (Virginian-Pilot); Cathy Grimes (Daily Press); Karen McPherson (McPherson Consulting); Terry Danaher (CTAC); Shannon Moody (US 460 Mobility Partners); Megan O'Reilly (Commonwealth Connector); Diane Kaufman (Senator Kaine's Office); John Hendrickson, Scott Lovell (Parsons Brinckerhoff); Will Christopher (HRPTA); Craig Quigley (HRMFFA); Dan Bell, Robby Gayer (FHR); Ray Amoruso, Brian Smith (HRT); Marshall Herman, Dawn Odom, Eric Stringfield (VDOT); Cathy Aiello (Aiello Enterprises); Camelia Ravanbakht, Sam Belfield, Rob Case, Brian Chenault, Arkopal Goswami, Kathlene Grauberger, Danetta Jankosky, Theresa Jones, Michael Kimbrel, Brian Miller, Kendall Miller, Jessica Nappi, Joe Paulus, Dale Stith, Chris Wichman (HRTPO Staff); Shernita Bethea, Curtis Brown, Rick Case, Jennifer Coleman, Nancy Collins, Rebekah Eastep, Greg Grootendorst, Julia Hillegass, Jim Hummer, Whitney Katchmark, Randy Keaton, Sara Kidd, Mike Long, Jai McBride, Kelli Peterson, Jenny Tribo, Chris Vaigneur, Tara Walker (HRPDC Staff)

Public Comment Period

One person requested to address the HRPDC and the HRTPO Boards. HRTPO Chair Price asked him to limit his comments to three minutes.

Mr. Mark Geduldig-Yatrofsky

Okay. I hope I don't anticipate you, sir. I'm Mark Geduldig-Yatrofsky from Portsmouth and Hampton Roads. I have been lobbying in Richmond against two bills that I think are not ready for prime time. They're House Bill 1253 and Senate Bill 513. I have passed out – or thanks to the good staff here, I've passed out copies of my principal objections to those bills. I want to cite the fact that these concepts, the structural framework for these bills has never been vetted in the region, the public has had no input, and a number of people who have become aware of the bills in addition to myself have grave concerns about them. There are petitions circulating. They have been distributed to the members of the General Assembly, and I personally have been there on two occasions to pass out letters similar to these to them expressing my

concerns. Now, I know the TPO is interested in having bonding authority to leverage the funds that we're receiving under last year's transportation bill, and I don't object to that per se. I recognize that it's a well-established practice; the Commonwealth does it ever since Harry Byrd's regime was dissolved, but there are other issues in the bill, and let me say this about bonding. In the event of a default by the Hampton Roads Transportation Accountability Commission, who is going to be on the hook for it? If we follow the SPSA model that would mean all the constituent localities would be on the hook for the outstanding debt. The bill, the bills do not address that particular point and I think it should be a matter of concern to all of us. The other problem I have is the Governments. The proposal is that the Mayors and Chairs and some select members of the General Assembly would be the voting members of the Governing Board for the Accountability Commission. Well, that's well and good but that means there's only one member who is actually accountable to me, that's my Mayor. If I want to fire Mayor Krasnoff or Mayor Sessoms from the Board, that's not an option. To me, and I just choose them as, you know, visible examples. To me, a better model would be what Virginia Beach uses for its bureau representatives whereby there would be somebody from each geographic location, but elected by the region as a whole, but I'm not here to improve the bill, I'm here to ask you to haul it in, review it, and put something else in after the public has had input to the process. Thank you.

(Ms. Sharon Scott arrives)

Submitted Public Comments

Chair Price reported there were no submitted public comments.

Approval of Agenda

Chair Price asked for any additions or deletions to the agenda. Mayor Wright Moved to approve the agenda as written; seconded by Mr. Barry Cheatham. The Motion Carried.

Retreat Agenda

Legislative Briefing

The Honorable Aubrey Layne, Secretary of Transportation, thanked the HRPDC and the HRTPO Boards for inviting him to present a legislative update at its Retreat. He planned to discuss House Bill (HB) 2, currently in the General Assembly and the proposed Hampton Roads Transportation Accountability Commission (HRTAC). He indicated that under HB2, statewide monies from the Six-Year Improvement Program (SYIP) would stay at the HRTPO level and the HB2313 regional monies would funnel into the proposed HRTAC.

Secretary Layne outlined HB2 as follows:

- Directs the Commonwealth Transportation Board (CTB) to develop a statewide prioritization process for construction funds
- Would start with the FY 2017 – 2022 Six-Year Improvement Program (SYIP)
- Projects fully funded as of June 30, 2014 and that have completed the environmental review may be exempt from the process

- Requires the CTB to use the following facts in the evaluation of projects:
 - Congestion Mitigation
 - Economic Development
 - Accessibility
 - Safety
 - Environmental Quality
- Factors will be weighted differently in various districts
- Does not apply to the following state funds:
 - Bridge replacement/rehabilitation
 - Revenue Sharing Program
 - Federal Congestion Mitigation Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), and Transportation Alternatives (TA) Program
 - State secondary and urban formula funds
- Does not apply to regional funds in Northern Virginia, Hampton Roads or federal Surface Transportation Funds (STP) funds controlled by the Metropolitan Planning Organizations (MPOs).

(Mr. Marcus Jones arrives)

Secretary Layne stated the CTB is collaborating with Speaker Bill Howell with regards to the Statewide Prioritization Process. He noted the CTB will review the HRTPO Prioritization Process along with other procedures utilized by Northern Virginia, other regions around the Commonwealth, and other states in order to create a prioritization process that will meet the needs of all regions.

Secretary Layne noted there are no additional statewide monies from HB2313 and the CTB recently reduced its previous projections by \$700 million because of lower gasoline prices at both the wholesale and retail levels. He indicated that unless economic activity or gasoline prices increase substantially, the SYIP will remain flat for the foreseeable future.

(Mr. Robert Dyer arrives)

The five factors the CTB will use in order to determine prioritization will receive different weighting in different regions. Whereas congestion mitigation will receive a higher weight in urban areas, economic development will more than likely receive a higher weight in rural areas.

He noted that the SYIP, after accounting for the project and program exclusions, will contain approximately \$600 million a year in the outer years. Much of the SYIP today is money used for rehabilitation with no new construction projects.

Along with public hearings in each district of the Commonwealth, there will be changes to the VDOT planning process. Secretary Layne stated his intent to bring greater transparency to VDOT and the CTB will have greater input into the actual planning of the SYIP.

Secretary Layne reported the purpose behind the proposed Hampton Roads Transportation Accountability Commission (HRTAC) is two-fold: to separate the HB2313 regional monies and to ensure that these funds will be utilized for regionally specific projects that would otherwise not be completed with statewide funds. He summarized the proposed HRTAC as follows:

- Set forth from HB1253 (Patroned by Delegate S. Chris Jones) and SB513 (Patroned by Senator Frank Wagner and Senator L. Louise Lucas)
- Establishes the Accountability Commission for the Hampton Roads region
 - Will serve as a financing arm for the Hampton Roads Regional Fund (HRTF)
 - Provides policy oversight for key regional projects advanced with regional funds
- VDOT would continue to oversee construction of projects
- HRTAC Board would consist of 21-22 members
 - Chief Executive of the 14 member local governments
 - 3-4 members of the General Assembly
 - 4 ex officio members
 - CTB members from the area, DRPT Director, Commissioner of Highways, VPA Director
- Affirmative decisions require two-thirds vote of members representing at least two-thirds of the regional population
- Powers of the HRTAC include:
 - Issuing bonds backed by regional revenues
 - Setting toll rates for toll projects advanced using regional revenues
 - Negotiating public private partnerships as the responsible public entity

Secretary Layne stated it was important to know that the HRTAC does not have the ability to raise taxes; however, it does have the ability to toll since the Virginia Supreme Court has ruled that a toll is not a tax. He indicated the HRTAC is only for accounting purposes for the HB2313 regional monies, along with any TIGER or other grant funds. It will hold these funds in an account and the HRTPO will determine which projects will be allocated funds. All administrative costs would be borne by the HRTAC and any possible project default will be HRTAC's responsibility rather than any locality. It is modeled from the Northern Virginia Transportation Authority (NVTA); however, it will have more authority.

He acknowledged HRTAC's proposed voting system has been questioned and indicated that any changes would have to come directly from Delegate Chris Jones.

Due to the lack of transparency regarding the Midtown Tunnel/Downtown Tunnel/Martin Luther King (MT/DT/MLK) Extension public-private partnership (P3) project, HB1253/SB513 delegates any future P3 decisions in the hands of the local elected officials through the HRTAC.

Secretary Layne indicated that for the past six months he has been working with VDOT on every major project in Hampton Roads developing a model using the HB2313 regional monies. Each major project in Hampton Roads would be input into the model and of those major projects, any water crossing project would be tolled. Using this assumption, he believed every mega project in Hampton Roads could be constructed in the next 25 – 30

years. He noted he will present the model to the HRTPO Board in the future and the Board can decide whether to utilize it.

Mayor Wright inquired as to the current status of HB1253/SB1253. Secretary Layne replied the bill was passed in both the House and Senate; however, it is going into conference and some changes will be made. He indicated his office is in contact with Senator Wagner and they are working on the detailed language regarding the administrative work to ensure there is no duplication of effort between the HRTAC and the HRTPO.

Mr. Tom Shepperd asked if HB1253/SB513 would allow for the use of HB2313 regional monies in the establishment of HRTAC along with personnel costs. Secretary Layne replied affirmatively.

Mr. Shep Miller expressed his support for HB1253/SB513 and commented that most of the costs involved will already be borne by the HRTPO and could possibly be staffed by HRTPO staff. Secretary Layne stated it would depend on the degree of bonding activity by the HRTAC.

Mayor Linda Johnson stated HB1253/SB513 originally called for the localities to bear the administrative cost and asked for clarification. Secretary Layne replied the intent is for the monies to be borne by the HB2313 revenues.

Mayor Johnson asked whether the bill still contained specific language regarding voting procedure with respect to the two-thirds vote. Secretary replied affirmatively and indicated the intention was that one person could not ideologically stop a project.

Mayor Johnson inquired as to whether alternates could be utilized on the HRTAC if the appointed elected official was sick or injured. Secretary Layne replied it would be an administrative item that could be reviewed.

Mr. Ivan Rucker asked for clarification regarding the additional tiered voting structure in HB1253/SB513. Secretary Layne replied that criteria would not apply in Hampton Roads.

Ms. Amelia Ross-Hammond inquired as to why a toll was not considered a tax. Secretary Layne replied the latest Supreme Court ruling of Virginia declared a toll was not a tax. The CTB, VDOT, and the General Assembly have the power to toll and could delegate that power to a third party for a P3 project. He reiterated the HRTAC will not have the ability to tax.

Mayor William Sessoms expressed his appreciation for Secretary Layne's efforts and stated the HRPDC and HRTPO were honored to have the Secretary hale from Hampton Roads.

Secretary Layne thanked the members and stated the Governor plans for Hampton Roads to become the economic engine of the Commonwealth.

Mayor Alan Krasnoff echoed Mayor Sessoms' comments and also commended Mr. Jim Utterback of VDOT for his efforts during the snowstorm last week. Mr. Layne also thanked Mr. Utterback and noted the Governor's intent to provide the best for the State.

Secretary Layne introduced Ms. Jennifer Mitchell as the new Virginia Director of Rail and Public Transportation (DRPT) and indicated she is extremely knowledgeable in both the private and public sectors.

Chair Price expressed his gratitude to Secretary Layne for taking the time to speak to the HRPDC and the HRTPO.

Mr. Farmer reported that since Secretary Layne was able to provide a legislative update, it was not necessary for him to speak on the subject. He did, however, inform the HRPDC and the HRTPO that staff is currently working on the 2040 Fiscally Constrained Long-Range Transportation Plan (LRTP). He noted the draft revenue estimates for the 2040 LRTP, which are derived from FY 2014 – FY 2040, are estimated to be over \$25 billion. This includes \$5.5 billion in HB2313 regional monies, \$2.5 billion of HB2313 statewide monies, maintenance funds, as well as traditional state and federal funds.

Mayor Paul Fraim asked how the \$25 billion was determined. Mr. Farmer stated HRTPO staff will craft a chart for the March meeting.

Mayor Krasnoff asked if the chart could be drafted for today's retreat. Mr. Farmer replied affirmatively.

Mr. Shepperd asked whether the region's percentage was still at 19% for state monies. Mr. Farmer replied affirmatively.

Mr. Hollis Ellis inquired as to the total amount of HB2313 regional monies. Mr. Farmer replied the Hampton Roads Transportation Fund (HRTF) total is \$8.4 billion which includes both the regional and statewide funds.

After more discussion Mr. Farmer displayed a slide which showed the various components of the \$25 billion of revenues for FY 2014 – FY 2040.

HRPDC/HRTPO Organization Structure: Succession Planning

Mr. Dwight Farmer, HRPDC/HRTPO Executive Director, reported that at the request of the HRPDC and HRTPO Chairs, he prepared background information and options for the succession planning after his retirement in July 2014. He indicated his preference to step aside and defer to the HRPDC and the HRTPO once his presentation was complete. He stated prior to 2008, the Hampton Roads Planning District Commission (HRPDC) was the umbrella organization with the HRPDC ratifying any decisions approved by the Hampton Roads Metropolitan Planning Organization (HRMPO). Shortly after his promotion to Executive Director, the HRMPO was required to reform itself as the Federal Highway Administration (FHWA) was concerned that it was subservient to the HRPDC. As part of the reform, in May 2008, several Memoranda of Understanding (MOUs) were executed by the HRPDC and the newly named Hampton Roads Transportation Planning Organization (HRTPO) in order to share financial and administrative staff support. Mr. Farmer stated he created both an HRPDC and HRTPO Deputy Executive Director position responsible for overseeing the daily operations of their respective organizations. In November 2013, an MOU was approved between the HRPDC and the Hampton Roads Military and Federal Facilities Alliance (HRMFFA) to share staff, financial resources, and building space. In

January of this year, the HRPDC and the HRTPO formally adopted an MOU to create a joint Personnel and Budget Committee.

Mr. Farmer believed the HRTAC, if approved through legislation, would be established by July 2014 and housed in the Regional Building with at least an Executive Director and Project Manager. The Executive Director and any other HRTAC staff would be collaborating with VDOT on a daily basis to manage the financing and construction of the HRTF projects. He indicated that from July 1, 2014 to July 1, 2015, at a minimum, the Deputy Executive Directors could act as Interim Executive Directors.

He stated another option could be to have separate Executive Directors for both the HRPDC and HRTPO. The Boards would continue to act autonomously and staffing could be shared between the HRPDC, HRTPO, HRMFFA, and the HRTAC. He indicated the elimination of his position, serving both entities, along with the two Deputies coming forward as new Executive Directors, could possibly deter any budgetary increases.

Mayor Wright thanked Mr. Farmer for his presentation and stressed that he provided the briefing at the request of the HRTPO and HRPDC Chairs.

Mayor Sessoms stated the HRTPO is faced with an immense opportunity to construct transportation projects that will benefit the entire region and questioned whether it was realistic to change the structure of the HRPDC and HRTPO with no budgetary increase to personnel costs. Mr. Farmer replied the HRTPO has an enormous obligation to the public regarding the utilization of the HRTF funds and acknowledged that it might be wise to invest in HRTAC leadership roles.

Mr. Louis Jones commented that with four different organizations sharing staff resources, it would be necessary to have one person oversee them in order to ensure continuity.

Mayor Clyde Haulman noted as a probable Board member of the HRPDC, HRTPO, and the HRTAC, it would seem more beneficial to have a single point of contact to coordinate the Boards. Also, he indicated a single voice for the region's transportation and planning made more sense.

Mayor Fraim expressed concern with having one Director responsible for three Boards as the HRTAC Director would be handling billions of dollars' worth of projects. He believed it would be better to have a separate HRTAC Executive Director and combine the HRPDC and HRTPO Executive Director positions.

Mayor Haulman appreciated Mayor Fraim's comments; however, he believed the Boards could find the right individual for the position who understands the big picture to coordinate the three Boards with the right Deputy Executive Directors to oversee the daily operations.

Mr. Jeff Florin agreed with Mayor Fraim and stated that although there is synergy between the organizations, there is the opportunity for a nationwide search to find a dynamic HRTAC Executive Director. He also suggested the hiring of a financial person that would be similar to the position held in the P3 Office in Richmond.

Mr. Farmer reminded the Boards that he has converted a part time employee to that of a full time position in order to handle the financial aspect of the HRTF revenues.

Mr. Shepperd stated that while there is an advantage of having one leader, the subjects handled by the HRPDC and the HRTPO are significantly different and he expressed concern that the HRPDC may atrophy if not given the correct leadership and function. Mayor Wright replied this subject was discussed between the two Chairs and he recommended utilizing the Deputy Executive Directors as interims as a skeleton structure in order to deliberate more on how the final structure should be composed.

Mr. Shepperd agreed with Mayor Wright's comments.

Mr. Farmer stated it has been difficult for him to immerse himself in both the HRTPO and the HRPDC and give both organizations their due justice. He suggested that over the next 15 months, the Boards should remain flexible.

Mayor Johnson stated that with the opportunity that has been presented to the HRTPO, it would be wise to spend the necessary dollars to ensure the right people are in leadership roles. Mr. Farmer agreed and indicated the Project and Financial Managers are highly skilled positions that need to be filled properly.

Mr. Miller expressed concern with regards to duplication of effort between the HRTPO and HRTAC and stated the two organizations must be transparent in their processes and inextricably linked to be successful.

Mr. Tyrone Franklin asked whether the current leadership structure could continue. Mr. Farmer replied that as Executive Director of three organizations, his efforts would be diluted simply because it would be too cumbersome. He suggested the matter be referred to the Joint P&B Committee with a recommendation forthwith at the March HRPDC and HRTPO meetings.

Mayor Johnson asked that the P&B Committee be given exact responsibilities to be carried out by the HRTAC. Mr. Farmer replied affirmatively.

Mr. Kevan Danker believed the area would benefit from a single, strong vision and suggested one Director who could coordinate between the three organizations.

Mr. Farmer stated Delegate Chris Stolle is focused on statewide prioritization and has praised the HRTPO Board for its efforts on its prioritization initiative that was achieved three years ago.

Mr. Miller commented that statewide prioritization will be a difficult process but once completed, it will benefit the entire Commonwealth.

Ms. Jennifer Mitchell noted she was involved with the evolution of the NVTa and stressed the importance of having professional staff in place with an Executive Director, a CFO, a Transportation Planner, and administrative staff that could assist with outreach to the jurisdictions. She agreed that project management resources need to be specialized, and she encouraged the HRPDC and the HRTPO members to reach out to their Northern

Virginia colleagues to obtain their knowledge regarding the NVTA process. She indicated the HRTAC would be a difficult program to administer.

Mayor Wright recommended the matter be referred to the Joint P&B Committee with a recommendation forthwith at the March HRPDC and HRTPO meetings.

Chair Price agreed and stated the HRTPO will continue to watch the status of HB1253/SB513 in order to better understand which direction the leadership roles should evolve for the organizations

Old/New Business

There was no old/new business.

Adjournment

With no further business to come before the HRPDC and the HRTPO, the retreat adjourned at 12:19 p.m.

McKinley Price
Chair

Dwight L. Farmer
Executive Director/Secretary

**FISCAL YEAR 2014
12/31/13
BALANCE SHEET**

ASSETS		LIABILITIES & NET ASSETS	
Cash & Cash Equivalents	285,567	Current Liabilities	1,454,314
Accounts Receivables	1,530,574	Net Assets	5,738,574
Investments	4,040,522		
Other Current Assets	664		
Net Capital Assets	<u>1,335,561</u>		
Total Assets	<u><u>7,192,888</u></u>	Total Liabilities & Equity	<u><u>7,192,888</u></u>

STATEMENT OF REVENUES AND EXPENDITURES

REVENUES	Annual Budget	Previous YTD	Current Month	YTD
Grant and Contract Revenue	5,808,064	3,053,564	1,085,609	4,139,173
VDHCD State Allocation	151,943	75,971	-	75,971
Interest Income	18,000	7,023	1,078	8,102
Local Jurisdiction Contributions	1,340,182	1,339,935	-	1,339,935
Other Local Assessment	1,820,013	1,146,998	-	1,146,998
Sales and Miscellaneous Revenue	94,350	18,889	618	19,507
Special Contracts/Pass thru	<u>2,051,359</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Revenue	<u><u>11,283,911</u></u>	<u><u>5,642,379</u></u>	<u><u>1,087,306</u></u>	<u><u>6,729,685</u></u>
EXPENDITURES				
Personnel	4,559,466	1,774,985	357,045	2,132,030
Standard Contracts	202,945	105,933	6,718	112,651
Special Contracts / Pass-Through	5,719,362	1,670,521	1,237,546	2,908,067
Office Services	802,138	182,125	32,722	214,847
Capital Assets	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Expenses	<u><u>11,283,911</u></u>	<u><u>3,733,565</u></u>	<u><u>1,634,030</u></u>	<u><u>5,367,595</u></u>
Agency Balance	<u><u>-</u></u>	<u><u>1,908,814</u></u>	<u><u>(546,724)</u></u>	<u><u>1,362,090</u></u>

**FISCAL YEAR 2014
1/31/14
BALANCE SHEET**

ASSETS		LIABILITIES & NET ASSETS	
Cash & Cash Equivalents	655,326	Current Liabilities	1,575,645
Accounts Receivables	1,692,264	Net Assets	5,739,673
Investments	3,641,196		
Other Current Assets	664		
Net Capital Assets	<u>1,325,868</u>		
Total Assets	<u><u>7,315,318</u></u>	Total Liabilities & Equity	<u><u>7,315,318</u></u>

STATEMENT OF REVENUES AND EXPENDITURES

REVENUES	Annual Budget	Previous YTD	Current Month	YTD
Grant and Contract Revenue	5,808,064	4,139,173	723,574	4,862,747
VDHCD State Allocation	151,943	75,971	37,986	113,957
Interest Income	18,000	8,102	674	8,776
Local Jurisdiction Contributions	1,340,182	1,339,935	-	1,339,935
Other Local Assessment	1,820,013	1,146,998	-	1,146,998
Sales and Miscellaneous Revenue	94,350	19,507	1,143	20,650
Special Contracts/Pass thru	<u>2,051,359</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Revenue	<u><u>11,283,911</u></u>	<u><u>6,729,685</u></u>	<u><u>763,377</u></u>	<u><u>7,493,063</u></u>
EXPENDITURES				
Personnel	4,559,466	2,132,030	386,662	2,518,692
Standard Contracts	202,945	112,651	4,610	117,261
Special Contracts / Pass-Through	5,719,362	2,908,067	332,524	3,240,590
Office Services	802,138	214,847	38,483	253,330
Capital Assets	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Expenses	<u><u>11,283,911</u></u>	<u><u>5,367,595</u></u>	<u><u>762,278</u></u>	<u><u>6,129,873</u></u>
Agency Balance	<u><u>-</u></u>	<u><u>1,362,090</u></u>	<u><u>1,099</u></u>	<u><u>1,363,189</u></u>

Project Notification and Reviews

Date 1/21/2014 **CH #** VA131226-0523620

Title Proposed FRHA Real Estate Purchase

Applicant Franklin Redevelopment and Housing Authority

State/Federal Program USDA - Rural Redevelopment

Type of Impact City of Franklin

Project Staff Sara Kidd

Project Description

The Franklin Redevelopment and Housing Authority (FRHA) is proposing to purchase the former BB&T bank building at 100 E. 4th Ave in Franklin, VA to relocate their main office. The funding for this purchase is being loaned to FRHA by the USDA - Rural Development program. Some of the funds will also be used for renovation costs.

Federal	\$671,000.00	Local	\$0.00
Applicant	\$0.00	Other	\$0.00
State	\$0.00	Income	\$0.00
TOTAL \$671,000.00			

Date 2/21/2014 **CH #** VA141220-0923xxx

Title Chesapeake Bay Journal

Applicant Chesapeake Media Service, Inc.

State/Federal Program Chesapeake Bay Program

Type of Impact Statewide

Project Staff Sara Kidd

Project Description

Chesapeake Media Service is requesting continuing funds to produce 10 issues of the Bay Journal, maintain the Bay Journal website, and distribute articles. The Bay Journal is the principal public information tool of the Chesapeake Bay Program.

Federal	\$327,000.00	Local	\$0.00
Applicant	\$117,333.00	Other	\$0.00
State	\$0.00	Income	\$0.00
TOTAL \$444,333.00			

Environmental Impact Reviews

Received 1/7/2014

Number 14-004S

Name Southeastern Virginia Training Center, Administrative Building

Sponsor Behavioral Health and Developmental Services

Description

The Department of Behavioral Health and Developmental Services (DBHDS) submitted an environmental impact report (EIR) for the construction of an administrative building at the DBHDS Southeastern Virginia Training Center in the City of Chesapeake. The EIR states that Armada Hoffler is proposing to purchase a 3.25-acre portion of the Southeastern Virginia Training Center and construct an administrative building for the center on that property. Armada Hoffler will lease the new building to Southeastern Virginia Training Center. The administrative building will house many services (bank, hair dresser and doctor) that individuals residing in the residential units at the Southeastern Virginia Training Center will use.

Affected Localities Hampton

Finding

The proposed project is consistent with local and regional plans and policies.

Comments Sent 2/7/2014

Final State Comments Received 2/26/2014

Received 1/16/2014

Number 14-011F

Name Integrated Cultural Resources Management Plan Revision, Facilities of the Virginia National

Sponsor Department of Military Affairs

Description

The Department of Military Affairs (DMA) submitted an environmental assessment (EA), including a federal consistency certification (FCC), for the implementation of the Integrated Cultural Resources Management Plan (ICRMP) for more than 60 Virginia National Guard facilities throughout Virginia. The ICRMP provides a basis for installation commanders to make decisions on cultural resources management actions during the next five years and defines specific procedures for federal and state cultural resource compliance. The EA addresses the potential impacts of the preferred alternative (implementation of the ICRMP) and the no-action alternative. Both alternatives would include continued archaeological investigations which would result in temporary disturbance to geology, topography, soils and biological resources. The EA indicates that wetlands and surface waters may be affected indirectly from runoff even if mitigation measures are implemented. However, significant impacts are not anticipated. The FCC states that the proposed project will be consistent with the Virginia Coastal Zone Management Program (VCP).

Affected Localities Virginia Beach Norfolk Portsmouth

Finding

The proposed project is consistent with local and regional plans and policies.

Comments Sent 2/14/2014

Final State Comments Received

Received 1/16/2014

Number 14-010F

Name Construct Airport Security Perimeter Road, Chesapeake Regional Airport

Sponsor USDOT/Federal Aviation Administration

Description

The Chesapeake Regional Airport Authority (Airport Authority or applicant) proposes to construct a security perimeter road at the Chesapeake Regional Airport (CPK) in the City of Chesapeake. The Chesapeake Regional Airport Security Plan recommends the installation of cameras at various points along the airport perimeter to enhance airport security. A security road adjacent to and inside of the existing Airport fence line will allow the Airport to monitor the security fence, access all areas of the airport perimeter, and provide access to the airport perimeter for law enforcement and emergency response vehicles in the event of an emergency. The proposed project includes the following actions: grading fifteen acres for the security road and roadway shoulders; clearing and grubbing twelve acres of brush within the fifteen acres of grading to create a 32-foot wide corridor for the road; installing twelve culverts for the road to cross at existing airport drainage ditches; and constructing a 12-foot wide by 20,350-foot long gravel security road totaling 5.6 acres of new impervious surface. All construction will take place on airport property inside of the existing airport security fence around the entire boundary of the airport. The total project Limits of Disturbance (LOD) will be 15 acres. The Airport Authority has submitted a Federal Consistency Certification that finds the proposed project consistent with the enforceable policies of the Virginia Coastal Zone Management Program.

Affected Localities Chesapeake

Finding

The proposed project is consistent with local and regional plans and policies.

Comments Sent 2/12/2014

Final State Comments Received

Received 1/31/2014

Number 14-021S

Name Library - Phase II Project

Sponsor Christopher Newport University

Description

Christopher Newport University (CNU) submitted an environmental impact report for the construction of a proposed addition to Paul and Rosemary Tribble Library on CNU's campus located in the City of Newport News. The proposed project also includes renovation of the existing library. The proposed expansion of the library at the southeast edge of the Great Lawn will include adding a second story over the one-story portion of the existing building and expanding it 75 feet towards the northeast. The site's footprint encompasses approximately 20,000 square feet (0.46 acres), including portions of the existing library and a small portion of an existing parking lot.

Affected Localities Newport News

Finding

The proposed project is consistent with local and regional plans and policies.

Comments Sent 2/26/2014

Final State Comments Received

Received 2/14/2014

Number 14-025F

Name Construction and Operation of a Small Arms Range Facility at Naval Weapons Station Yorkt

Sponsor DOD/Department of the Navy

Description

The Department of the Navy (Navy or applicant) proposes to expand and modernize an existing small arms range facility at Naval Weapons Station (NWS) Yorktown located in York County and the City of Newport News. The proposed expansion would include the construction and operation of one 27-lane rifle range with a target distance of approximately 500 yards and one 27-lane pistol range with a target distance of approximately 50 yards. Associated range amenities would include ordnance storage magazines, an operations building for range administration and instruction, an armory for weapons storage, designated areas for weapons maintenance, covered areas for on-site instruction, and a shop for target storage and assembly. In addition, the project would include surface preparation or grading and the widening, re-surfacing, and re-routing of select roadways on NWS Yorktown. Other infrastructure associated with the proposed action would include vehicle control gates to limit access to the range safety danger zones (SDZs) during operations; electrical systems such as distribution lines, lighting, and telecommunications; and mechanical systems such as heating, ventilation and air conditioning (HVAC), potable water, sanitary sewer, and fire protection and supply systems. The total area necessary to implement the proposed action is approximately 31 acres, which includes the proposed range footprints (approximately 26 acres) and areas adjacent to existing roadways at NWS Yorktown where proposed transportation and utility upgrades would occur (approximately 5 acres). The Navy has submitted a Federal Consistency Determination (FCD) that finds the proposed project consistent, to the maximum extent practicable, with the enforceable policies of the Virginia Coastal Zone Management Program.

Affected Localities York County James City Count

Finding

Comments Sent

Final State Comments Received

Received 3/7/2014

Number 14-037F

Name Atlantic OCS Proposed Geologic and Geophysical Activities, Mid-Atlantic and South Atlantic

Sponsor DOI/Bureau of Ocean Energy Management

Description

Atlantic OCS Proposed Geologic and Geophysical Activities, Mid-Atlantic and South Atlantic Planning Areas

Affected Localities HRPDC

Finding

Comments Sent

Final State Comments Received