

**HAMPTON ROADS PLANNING DISTRICT COMMISSION
EXECUTIVE COMMITTEE MEETING
May 19, 2016
9:30 a.m.
The Regional Building
723 Woodlake Drive, Chesapeake**

1. **Call to Order**
2. **Approval/Modification of Agenda**
3. **Submitted Public Comments**

No written public comments were received since the last HRPDC meeting. Any new written public comments will be distributed as a handout at the meeting.

4. **Public Comment Period**

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

5. **Chairman's Comments**
6. **Executive Director's Report – Bob Crum (Attachment 6)**
7. **Consent Agenda (Attachment 7)**

- a. **Meeting Minutes – April 21, 2016 Retreat**
- b. **Transcribed Public Comment – April 21, 2016 Retreat**
- c. **Treasurer's Report of March 2016**
- d. **Legal Contract**

A Request for Proposals (RFP) for Legal Services was released in February 2016. The HRPDC has retained the same law firm for a number of years and HRPDC staff decided it was appropriate to request proposals from firms to determine the best fit for the work performed by the HRPDC and the HRTPO. This RFP was published in The New Journal and Guide, both the HRPDC and HRTPO websites, the State's eVA procurement website, and several local firms were contacted directly to notify them in regards to the opportunity.

Seven law firms submitted proposals to provide Legal Services to both the HRPDC and the HRTPO. An Evaluation Committee, comprised of the HRPDC/HRTPO Executive Director, Deputy Executive Directors, and Chief Financial Officer/Procurement Officer reviewed all proposals received, interviewed three firms, and determined Crenshaw, Ware & Martin, P.L.C. would best suit the current needs of the organizations.

Upon approval, an Intent to Award will be posted for ten days on both the HRPDC and HRTPO websites, the front lobby of the Regional Building and on eVA. A contract will be signed once this ten-day period has ended.

Staff recommends a one-year contract, with hourly rates of \$293.25 for Partners, \$242.25 for Associates, and \$123.25 for Paralegals be awarded to Crenshaw, Ware & Martin, P.L.C. renewable for up to two, successive one-year periods at an increase of no more than 3% each year, beginning June 1, 2016.

e. Solid Waste Plan Amendment

The Virginia Solid Waste Planning and Recycling Regulations require that designated solid waste management planning units develop and maintain the Regional Solid Waste Management Plan. Before the Department of Environmental Quality issues permits for solid waste disposal facilities, these regulations also require the facility to be included in or found consistent with the Regional Plan. The planning agency and affected locality also need to certify consistency of the facility with the regional plan and with local ordinances respectively.

Bay Disposal Inc. has submitted an application to amend the Regional Solid Waste Management Plan (RSWMP). Bay Disposal Inc. proposes to construct and operate a material recovery facility in the Town of Smithfield, VA. The facility will accept, sort, and process municipal solid waste (MSW), construction and demolition debris (CDD), and recyclables. The design capacity of the facility is 400 tons per day.

The Proposed Amendment will modify:

- Table 8 on page 22 of the RSWMP to include Bay Disposal Inc. as a "Proposed Facilities".
- Section 3.1.3, page 51 of the RSWMP.

A public hearing for this amendment was held on May 4, 2016. The proposal has been discussed with the Town of Smithfield staff and DEQ staff. Additionally, the proposed amendment is consistent with the strategy outlined in the RSWMP.

Staff recommends approval of the amendment to the *Regional Solid Waste Management Plan for Southeastern Virginia* and requests authorization for the Executive Director to execute DEQ form SW-11, which allows the applicant to move forward with pursuing the DEQ permit.

Action Requested: The Commission should take action to approve the May 19, 2016 Consent Agenda

8. **HRPDC Legislative Strategy – Robert Crum, HRPDC/HRTPO Executive Director, and Julia Hillegass, HRPDC Public Information and Community Affairs Administrator**

At the March 17, 2016 HRPDC meeting, the Commission was provided a debrief on the 2016 General Assembly session, noting areas of success related to the Regional Legislative Agendas adopted by the HRPDC and HRTPO. During this discussion, it was noted that there is an opportunity to have meetings with the Hampton Roads Caucus this summer to begin identifying issues of interest for the 2017 General Assembly session.

Input from HRPDC members is requested on the following question:

What regional legislative issues should be discussed with our Hampton Roads Caucus leading up to the 2017 General Assembly session?

9. **Coastal Resiliency – Ben McFarlane, HRPDC Senior Regional Planner (Attachment 9)**

The HRPDC staff has been working with local, state, and federal partners on a number of initiatives related to coastal resiliency. These initiatives include discussions with the U.S. Army Corps of Engineers on a concept for multi-jurisdictional resiliency feasibility studies, working with the Office of Economic Adjustment and the U.S. Navy on proposals for two Joint Land Use Studies, and coordinating with the U.S. Geological Survey and others on plans for monitoring land subsidence.

The HRPDC Coastal Resiliency Committee has recommended the Commission request Congressional authorization for multi-jurisdictional feasibility studies in coastal Virginia. Mr. McFarlane will brief the Commission on the recommendation and provide a status report on other resiliency efforts.

Action Requested: The Commission should authorize the Chair to submit a letter to the Hampton Roads Congressional Delegation requesting authorization for multi-jurisdictional feasibility studies in coastal Virginia.

10. **FY 17 Budget – Nancy Collins, HRPDC Chief Financial Officer (Attachment 10)**

The Joint HRPDC/HRTPO Personnel & Budget Committee (P&B) met on Thursday, March 17, 2016 to discuss the FY 2017 HRPDC/HRTPO Draft Budget. The following documents are attached for your review.

- Historical Budget Trend Report with Bar Charts
- FY 2017 Draft Budget/Summary
- Fund Balance Report
- Member Dues and State Allocation Trend Report
- Local Jurisdiction Contributions Spreadsheet
- Revenue Pie Chart by Funding Source
- Expenditure Pie Chart by Program

The FY 2017 Draft Budget is conservative in nature, and represents a total revenue and expenditure decrease of 8.6% from FY 2016. This decrease is due to grant reductions in UASI, MMRS, Planning & Environmental, and Transportation funding. All of the decrease is in pass-through.

Member contributions will remain at the reduced \$0.80 per capita rate approved in FY 2013.

The proposed budget includes the following:

- A proposed 2% performance-based salary adjustment for staff
- A 7% increase in healthcare premiums for the upcoming fiscal year and a .9% increase in VRS
- VRS Life Insurance decreased by .75% and Standard Contracts decreased by 17.6%. Special Contracts increased by 125%, to account for an anticipated move to Cloud computing
- A 3.8% decrease in General Operations helped offset the reduced revenue

Staff recommends continuing to fund our reserves in order to continue to offset future increases in costs as funding continues to decrease.

Action Requested: The Commission is requested to approve the FY 2017 Draft Budget.

11. **Three Month Tentative Schedule**

June 2016

Benchmarking
Governance Structure
UASI Update
Annual Work Program

July 2016

Ship Builders Association

TMDL

HRSD

Envision Hampton Roads

FEMA – Elevation of Houses recommendation from Coastal Resiliency Committee

August 2016

Meeting Cancelled

12. Advisory Committee Summaries (Attachment 12)

A summary of HRPDC Advisory Committee meetings that were held since the last HRPDC Meeting are attached for review.

13.Old/New Business**14.Adjournment**



*Clyde A. Haulman, Chairman
Ella P. Ward, Vice-Chair*



*Linda T. Johnson, Chair
George E. Wallace, Vice-Chair*

TO: HRPDC/HRTPO Board Members

FROM: Robert Crum, Executive Director

RE: Executive Director's Report

A brief summary of ongoing work activities is presented below for review by HRPDC/HRTPO Board members.

On April 15, 2016, the HRTPO staff received the attached correspondence from the Department of Rail and Public Transportation regarding the HRTPO's request for funding through the Intercity Passenger Rail Operating and Capital (IPROC) program for the completion of a Tier II Environmental Impact Statement (EIS) for high speed rail between Hampton Roads and Richmond. This correspondence noted the following:

- At this time, DRPT is not funding this request based on current state and federal funding availability and staff resources.
- DRPT is working with the Federal Rail Administration (FRA) to complete the Washington, D.C. to Richmond, VA "DC2RVA" Tier II EIS by the end of 2017.
- DRPT is supportive of efforts to advance High Speed Rail to the Hampton Roads Region.
- Once the DC2RVA study is complete, DRPT will work with the HRTPO to seek federal funds for a Tier II EIS study to Hampton Roads. DRPT has already had discussions with the FRA regarding the need for federal funding and its sponsorship as the lead federal agency for a Hampton Roads Tier II EIS study.

The Executive Director participated in the Spring meeting of the Region's Economic Development Directors which was hosted by the Hampton Roads Association of Commercial Realtors on April 14th.

On April 28th, the HRPDC hosted a meeting of the Region's Planning Directors. Items of discussion included:

- Sharing of information on locality sign ordinances
- Renewable Energy Farms
- Process for Developing the 2045 Socioeconomic Forecasts
- Update on Envision Hampton Roads
- Discussion of Regional Interest Items

The Planning Directors agreed that regular meetings to share information would be very valuable and asked HRPDC staff to schedule quarterly meetings.

The HRPDC/HRTPO staff has developed a draft Disadvantaged Business Enterprise (DBE) plan and has submitted this draft plan to VDOT for review and comment.

HRTPO staff hosted a meeting with locality staffs on April 19th to discuss opportunities for extending the Virginia Capital Trail into the Hampton Roads Region.

The HRTPO staff continues to participate in meetings hosted by VDOT regarding the Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS) and is coordinating efforts with locality staffs to provide input to this process. The HRTPO Board is scheduled to receive an update on the SEIS at its June meeting.

The Executive Director held a meeting with the Executive Director of the Accomack Northampton Planning District (Eastern Shore) on April 25th to discuss collaboration opportunities for the Hampton Roads and Eastern Shore regions.

The Executive Director is working to follow up on the HRPDC Retreat by developing additional information regarding the proposed HRPDC Governance Structure and a Regional Comprehensive Economic Development Strategy (CEDS). This information will be presented and discussed at an upcoming HRPDC meeting.

HRPDC staff attended a May 4th meeting hosted by Reinvent Hampton Roads where the draft of an Industry Cluster Analysis was presented for the Hampton Roads Region. Staff will monitor this study and schedule a briefing to the HRPDC at an upcoming meeting.

The regular meeting of the Chief Administrative Officers was hosted in Poquoson on May 4th. Agenda items included the introduction of Rick Weddle, President and CEO of the Hampton Roads Economic Development Alliance, update on the Hampton Roads Crossing Study, follow up from the April 21st HRPDC Retreat, review of the May 19th HRPDC agenda and a discussion of regional interest items.

The Executive Director and HRTPO Deputy Executive Director completed an interview with Virginia Beach Tide Radio on May 10th.

The Executive Director attended the Portsmouth State of the City on April 13th and the Suffolk State of the City on May 10th.

The HRPDC/HRTPO staff is advancing a number of administrative items related to the following:

- Review of proposals for the Agency's legal services (recommendation to be provided at May HRPDC/HRTPO meetings)
- Review of proposals for management of the Agency's IT system
- Agency Audit
- 2017 Agency Budget
- Human Resource activities to address vacant positions

The HRTPO/HRPDC staffs continue to assist HRTAC with financial management, website, human resources, and administrative support services.

The HRTPO staff continues to monitor the I-64 Southside High Occupancy Vehicle (HOV) to High Occupancy Toll (HOT) lane study. VDOT will provide a status report on this study to the HRTPO Board at its May 19th meeting.

HRTPO Transportation Engineer Theresa Jones participated in the Southampton County Fun Day event on Saturday, April 30th to provide information on the HRTPO's Active Transportation Initiative.





COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

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FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

April 11, 2016

Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
The Regional Building
723 Woodlake Drive
Chesapeake, VA 23320



Mr. Crum:

The Virginia Department of Rail and Public Transportation (the Department) received an application for \$20M in Intercity Passenger Rail Operating and Capital (IPROC) Funds from the Hampton Roads Transportation Planning Organization (HRTPO) to fund a Tier II Environmental Impact Statement for High Speed Rail between Richmond, Virginia and Norfolk, Virginia. At this time the Department is not funding this request based on current state and federal funding availability and staff resources.

The Department is working with the Federal Railroad Administration (FRA) to complete the Washington, D.C. to Richmond, VA "DC2RVA" Tier II Environmental Impact Study by the end of 2017. However, we are supportive of efforts to advance High Speed Rail to the Hampton Roads region. Once the DC2RVA study is complete we will work with the HRTPO to seek federal funds for a Tier II EIS study to Hampton Roads. As with the Tier II studies for Raleigh, NC to Richmond, VA and DC2RVA, the Department will act as the lead state agency in cooperation with the FRA. We have already had discussions with the FRA regarding the need for federal funding and their sponsorship as the lead federal agency for a Hampton Roads Tier II EIS study.

We recognize the enthusiasm within the Hampton Roads region for intercity rail passenger service improvements. The Department remains committed to Hampton Roads as shown through our recent and current investments, including:

- \$114M in Rail Enhancement Funds to initiate Amtrak service to Norfolk in 2012.
- \$117M in IPROC funds to improve network fluidity and extend two additional Amtrak trains from Richmond to Norfolk as early as 2018.
- \$20M in IPROC funds committed to a new Amtrak station in Newport News, including a new turning track and train servicing facility.

- \$30M in IPROC funds programmed to support the continued operation of Amtrak service to Newport News and Norfolk.
- \$10M in IPROC funds programmed in our FY16 – FY22 Six Year Improvement Plan to initiate service for two additional Amtrak trains to Norfolk as early as 2018.

We look forward to a cooperative relationship with the HRTPO on a Tier II EIS study in the near future. If you have any further questions, please contact Pete Burrus, Chief of Rail for DRPT, at 804-786-3963.

Sincerely,



Jennifer Mitchell

Hampton Roads Planning District Commission
Annual Retreat

Summary Minutes of April 21, 2016

The Annual Retreat of the Hampton Roads Planning District Commission was called to order at 9:36 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

Commissioners:

Clyde Haulman, Chair (WM)*
Dr. Ella P. Ward, Vice Chair (CH)
James Baker (CH)
Barry Cheatham (FR)
Randy Martin (FR)
Mary Bunting (HA)
Chris Snead (HA)*
Rex Alphin (IW)
Sanford B. Wanner (IW)
Bryan J. Hill (JC)*
James Bourey (NN)
Saundra Cherry (NN)

Mamie B. Johnson (NO)*
Marcus Jones (NO)*
Lydia Pettis Patton (PO)
Kenneth Wright (PO)
Traci Dale Crawford (PQ)
Michael Johnson (SH)
Barry Porter (SH)
Patrick Roberts (SU)*
Tyrone Franklin (SY)*
Robert Dyer (VB)*
Dave Hansen (VB)
Barbara Henley (VB)
Marvin Collins (WM)*
Thomas Shepperd (YK)

Executive Director:

Robert A. Crum, Jr.

*Late arrival or early departure.

Others Recorded Attending:

Anna D'Antonio (CH); Brian DeProfio (HA); Brita Ayers, Alan Boring, Bryan Stilley, Jerri Wilson (NN); Bryan Pennington, Jeff Raliski, (NO); Dallas O. Jones (SH); Michael Stallings (Windsor); Drew Lumpkin (Senator Mark Warner's Office); Diane Kaufman (Senator Tim Kaine's Office); Bryan Stephens (Hampton Roads Chamber of Commerce); Rick Weddle (Hampton Roads Economic Development Alliance); Shawn Avery (Opportunity Inc.); Mike Kuhns (Peninsula Chamber of Commerce); Matthew James (Peninsula Council for Workforce Development); Mark Geduldig-Yatrofsky (Portsmouthcitywatch.org); Jim Spore (Reinvent Hampton Roads); Ellis James (Sierra Club Observer); Eric Stringfield (VDOT); Citizens: Donna Sayegh; Staff: Randy Keaton, Kelli Arledge, Shernita Bethea, Andrea Gayer, Jennifer Coleman, Nancy Collins, Greg Grootendorst, Julia Hillegass, Whitney Katchmark, Mike Long, Jai McBride, Ben McFarlane, Camelia Ravanbakht, John Sadler, Joe Turner, Chris Vaigneur.

Approval/Modification of Agenda

Commissioner James Bourey Moved to approve the agenda; seconded by Commissioner Rex Alphin. The Motion Carried.

Submitted Public Comments

Vice Chair Ward indicated there were no Submitted Public Comments.

Commissioners Patrick Roberts and Tyrone Franklin arrive

Public Comment

Ms. Donna Sayegh raised concerns in regards to regionalism and the proper use of taxpayer's money.

Mr. Mark Geduldig-Yatrofsky addressed the risks associated with the post 2018 SPSA plan.

Chairman Clyde Haulman arrives

Executive Director's Report

Mr. Robert Crum, HRPDC/HRTPO Executive Director, explained the format of the retreat would be a brief presentation on each agenda item, followed by small group discussion. He further indicated a HRPDC Principal was at each table to facilitate discussion and requested a Commission member present the summary of the small group comments to the whole group.

Approval of Consent Items

- A. Urban Area Security Initiative (UASI) Contract for Purchase of Regional Communications Equipment
- B. Meeting Minutes – March 17, 2016 Executive Committee Meeting

Commissioner Alphin Moved to approve the consent items; seconded by Commissioner Lydia Pettis Patton. The Motion Carried.

Commissioners Chris Snead, Bryan Hill, Marcus Jones and Robert Dyer arrive

Comprehensive Economic Development Strategy (CEDS)

Mr. Crum stated a CEDS is a regional strategy which brings together community partners to strengthen and improve a regional economy for a metropolitan area. The regional CEDS, which was prepared by the Hampton Roads Partnership, expired in 2010. He indicated the components of a strong CEDS included:

- Public/private committee
- Strengths and opportunities
- Regional strategy
- Alignment of efforts and investments
- Address distressed areas

Mr. Crum noted an active CEDS is required for potential Economic Development Administration (EDA) grants and the HRPDC would examine the expired CEDS and include any core elements into an updated document.

Mr. Jim Spore, Reinvent Hampton Roads, Mr. Mike Kuhns, Peninsula Chamber of Commerce, Mr. Bryan Stephens, Hampton Roads Chamber of Commerce, Mr. Shawn Avery, Opportunity Inc., Mr. Matthew James, Peninsula Council for Workforce Development, Mr. Rick Weddle, Hampton Roads Economic Development Alliance, and Mr. Peter Chapman, City of Norfolk, addressed the Commission members in regards to the need for a regional CEDS plan and their support for the HRPDC's taking a lead in the process.

Mr. Crum posed the following questions to the Commission for discussion:

- Should the HRPDC take a lead role in preparing a regional CEDS, and if not, what organization should lead this effort?
- What do you view as opportunities to grow our regional economy?

Commissioner Marvin Collins arrives and Commissioner Mamie Johnson departs.

After a lengthy discussion within small groups, group reports indicated a consensus that the HRPDC should take the lead in revising the regional CEDS, provided that there was no additional cost to localities. Mr. Crum stated he would come back to the Commission with a proposal.

HRPDC Governance Recommendation

Mr. Jim Bourey, Chief Administrative Officers (CAO) Committee Chair, briefed the Commission on the revitalization of the CAO Committee and reviewed the following recommendations in regards to the HRPDC governance structure:

- Change of total membership to 17 from 47 – CAO's would cease to be Commission Members
- Formalize a procedure for the CAO Committee to review and make recommendations on agenda items before being presented to the full Commission
- Maintain the current Personnel and Budget Committee

Mr. Jim Baker, Chesapeake City Manager, noted the recommendations were to permit the city managers and county administrators to have a more advisory role and allow for meaningful conversations to occur at the Commission meetings.

Mr. Marvin Collins, Williamsburg City Manager, reassured the Commission a weighted voting system would be used to account for the population differences among member localities.

Mr. Crum indicated any revisions to the structure would require a bylaws change and posed the following questions to the Commission:

- What parts of the CAO Committee proposal do you support?
- Do you have any recommended revisions?

After a lengthy discussion within small groups, Group reports indicated a consensus that the HRPDC should proceed with reducing the size of the Commission and formalize the procedures for the Regional CAO committee to serve as an Advisory Committee to the Commission. The recommended bylaws and charter changes will be presented at a future meeting.

Envision Hampton Roads

Ms. Jai McBride, HRPDC Principal Regional Planner, updated the Commission on Envision Hampton Roads which was started in 2014 and is the first regional strategic plan. She indicated the HRPDC staff had attended 80 meetings and recently concluded an 18 month public engagement campaign.

Commission Members were shown a video prepared by the HRPDC staff summarizing the progress of Envision Hampton Roads and outlining the seven regional principles.

Commissioner Mamie Johnson returns

Mr. Crum posed the questions below to Commission members for discussion:

- What parts of the draft plan do you support?
- Are there any priorities you don't support?
- Are there any topics missing?

After a lengthy discussion within small groups, Commission members reported out varying opinions and recommendations.

HRPDC Legislative Strategy

Chair Haulman addressed the time constraint and stated the HRPDC Legislative Strategy agenda item will be addressed at next month's meeting.

Adjournment

With no further business to come before the Hampton Roads Planning District Commission, the meeting adjourned at 12.00 p.m.

Clyde A. Haulman
Chair

Robert A. Crum, Jr.
Executive Director

Two people addressed the Hampton Roads Planning District Commission on April 21, 2016:

Donna Sayegh: *Good morning, my name is Donna Sayegh and I live in Portsmouth. My interest in attending all regional board and committee meetings is to understand how the federal government has crept into our state's business affairs and created regionalism. The first thing I need to have is an organization chart of the HRPDC board and the HRTPO board and how it communicates with each other. I met with Camelia and Kevin and a preliminary organization chart was created for the HRTPO and I stated at the time, that I would need to have a second meeting to review the created chart and ask other questions to make sure that I had all the connections listed. When I had asked for another meeting the other week I had been blown off. Today's meeting is about how to get someone else to do your job and get your hands on more of the taxpayer's money and leave us out of the decision making process and expand regionalism. You've decided without the active citizen's consent to obtain the Urban Area Security Initiative Contract for purchase of regional communication equipment. This equipment is needed to sustain and expand the Hampton Roads Tactical Region Network, or in other words, expand regionalism. This money comes from people like me, next another plan to expand regionalism is to implement the Comprehensive Economic Development Strategy. The expansion process will bring together the public and private sector for economic prosperity and resiliency for our region. This expansion effort should result in individuals, organizations and local governments, institutions of learning and private industry engaging in meaningful conversation and working together to plan and prioritize investments. This is a deception, there is no meaningful conversation going on in Portsmouth or in this body, with we the people. Regionalism is created by the federal government to destroy local governments and not include them in the conversation; this deception is all about money, tax payers money. it is a pretense created to trick localities to believe they will qualify for EDA assistance under its public works and economic adjustment program. And it is a deception to compete for additional points under the HB2 scoring process for a transportation project. Regionalism is all about expansion and spending the tax payers money, its about socialism. We want the federal government out of our state and local business affairs and there is nothing in the constitution that allows for regionalism in any form. Thanks for listening.*

Mark Geduldig-Yatrofsky: *good morning Mr. chair, honorable commissioners, fellow citizens, I want to talk today to a part of the room. Those of you north of the James feel free to text or occupy yourselves quietly. I want to talk to my neighbors that are part of the Southeastern Public Service Authority, they are in existence today and have contemplated to be continued post 2017. I have taken interest in the recent deliberations in SPSA regarding what we are going to do when the current agreement runs out. And I am disquieted by the approach that seems to be coming out of the board at SPSA, so speaking to you because there is a significant number of decision makers here that are not at the attendance of those board meetings. Last summer I signed up with a startup company for a home security system, they have never done it before and the delivery of the first pieces of equipment were to have occurred in October, well it is now April and I have seen numerous emails from them telling us what is going on, why it isn't on track and assuring me this is going to come along and they haven't folded their tents and moved away. My investment is 500 dollars, if I lose it I will miss it but it is not going to break the bank. What the region is contemplating, what the member*

localities of SPSA are contemplating is a similar arrangement with a startup but the loss will be hundreds of millions of dollars rather than 500 dollars. The ramifications are different, I don't have a security system at my home rather than my dog and so not having one doesn't cause me a major problem, but we are using a refuse disposal system and if that stops in 2018 we will be in major trouble. I urge you in your localities to review very skeptically the proposal to contract with a company that has never built a plant like the one it is contemplating and apparently no one has built on either. If we are unable to change our direction, my recommendation to the City of Portsmouth would be to go our own way.

FISCAL YEAR 2016
3/31/2016
STATEMENT OF REVENUES AND EXPENDITURES
75% OF FISCAL YEAR COMPLETE

	Annual Budget	Previous YTD	Current Month	YTD	% Received/ Expended
REVENUES					
Grant and Contract Revenue	3,634,913	1,074,318	645,575	1,719,893	47%
VDHCD State Allocation	151,943	130,307	0	130,307	86%
Interest Income	10,000	12,012	4,049	16,061	161%
Local Contributions	2,901,869	2,345,194	489,625	2,834,819	98%
Sales and Miscellaneous Revenue	25,250	19,939	1,063	21,002	83%
Special Contracts/Deferred Revenue	2,637,102	1,595,946	6,500	1,602,446	61%
Total Revenue	<u>9,361,077</u>	<u>5,177,716</u>	<u>1,146,812</u>	<u>6,324,528</u>	68%
EXPENDITURES					
Personnel	4,570,037	2,869,318	356,988	3,226,306	71%
Standard Contracts	233,615	125,997	23,649	149,646	64%
Special Contracts/Pass-Through	4,115,457	1,351,438	331,982	1,683,420	41%
Office Services	441,968	269,185	28,127	297,312	67%
Total Expenses	<u>9,361,077</u>	<u>4,615,938</u>	<u>740,746</u>	<u>5,356,684</u>	57%
Agency Balance	<u>0</u>	<u>561,778</u>	<u>406,066</u>	<u>967,844</u>	

2.1.5 Material Recovery Facilities

The 2014 VDEQ database lists 16 permitted material recovery facilities (MRFs) in the Tidewater area. Table 8 lists the known active and proposed MRFs in the Tidewater area.

Table 8. Material Recovery Facilities in the Tidewater Region

Facility	Location	Operator
Permitted Facilities		
Bay Disposal Inc., MRF	Norfolk	Bay Disposal
Meeks Disposal Corporation Recycling Facility	Chesapeake	Meeks Disposal Corporation
Norfolk Naval Shipyard MRF	Portsmouth	US Navy
Clearfield MMG, Inc.	Chesapeake	Clearfield MMG, Inc.
Clearfield MMG, Inc.	Suffolk	Clearfield MMG, Inc.
SPSA Tire Processing Facility	Suffolk	Southeastern Public Service Authority
Tidewater Green Corporation MRF	Chesapeake	Tidewater Green Corp.
United Disposal Wellman Street	Norfolk	United Disposal
Virginia Materials, Inc.	Norfolk	Virginia Materials, Inc.
Waste Industries, LLC	Chesapeake	Waste Industries
Waterway Marine Terminal	Chesapeake	
Wheelabrator Portsmouth, Inc.	Portsmouth	Wheelabrator
Recycling & Disposal Solutions MRF	Portsmouth	Recycling & Disposal Solutions
TFC Recycling MRF	Chesapeake	Tidewater Fibre Corp
B & H Sales Corporation MRF	Norfolk	B & H Sales Corporation
Military Highway Recycling Center	Chesapeake	East Coast Gutterman, LLC
Proposed Facilities		
<u>Bay Disposal Inc., MRF</u>	<u>Town of Smithfield</u>	<u>Bay Disposal</u>

NOTE: Amends Page 22 of Plan

3.1.3 Construction and Demolition Debris

CDD consists of waste generated during construction, renovation, and demolition projects. The often bulky, heavy materials that make up CDD include wood, concrete, steel, brick, asphalt, gypsum, and plastic. CDD also includes salvaged building components such as doors, windows, and plumbing fixtures. Every time a building, road, or bridge is constructed, remodeled, or demolished, these materials are generated.

In addition, large volumes of CDD waste materials are generated during major storm events such as tropical storms and hurricanes. Historically, the region has experienced such storm events and has been forced to manage the resulting debris. The Region must plan and prepare for the management of large influxes of CDD in addition to the volumes of CDD waste that are generated as a result of normal construction and demolition activities within the area.

In 2003, EPA estimated that the per capita generation of building-related CDD materials was 3.2 pounds per person per day. This estimate was based on a series of calculations to estimate residential construction debris nonresidential construction debris, residential demolition debris, nonresidential demolition debris, and renovation/remodeling debris. EPA further estimated that 52 percent of CDD is disposed (i.e., 48 percent is recovered). In 1996, this per capita rate was estimated to be 2.8 pounds per person per day.

While not every person generates CDD materials personally, population growth increases the need for buildings and infrastructure to support that growth. Since little recovery of CDD appears to occur in the region and construction activity has declined, an average CDD disposal rate was used based on disposal studies conducted in California; Wisconsin; and King County, Washington. Forecasts of CDD disposal are provided in 0, using a disposal average of 2.1 tons/person/year (1.16 pounds/person/day).

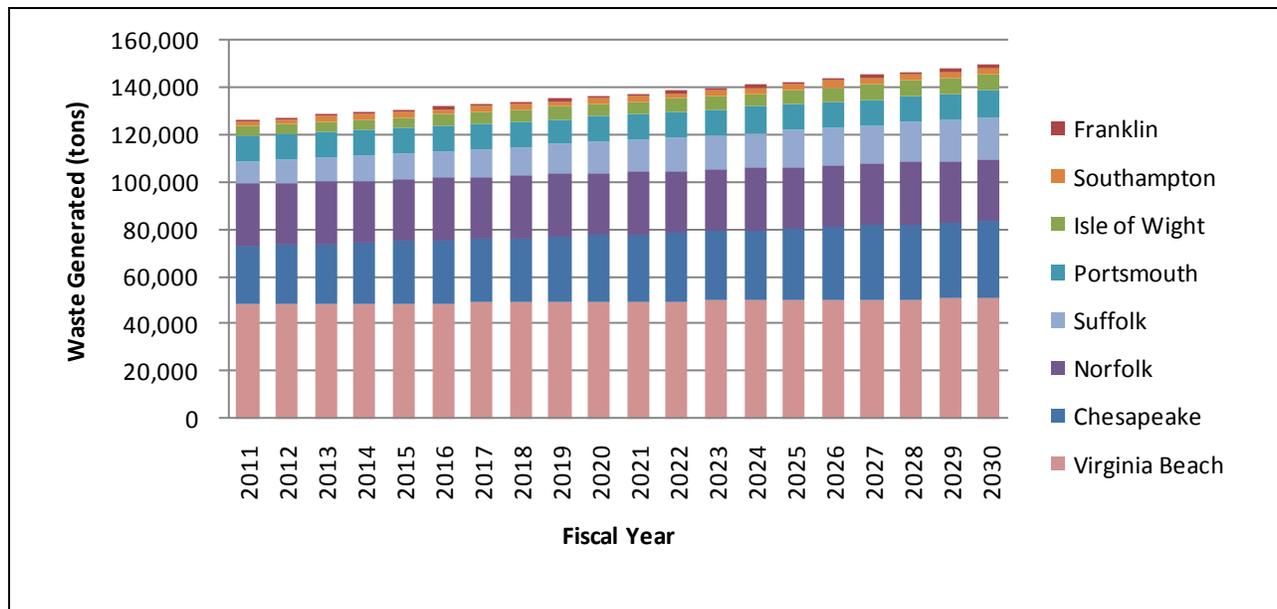


Figure 13. Estimated CDD Generation for the Region

The majority of CDD handled and disposed of in the Region is collected by the private sector. The active permitted private CDD only disposal facilities in the South Hampton Roads Region are shown in Figure 17.

There are two active CDD-only disposal facilities in the Region with capacity that extend well into the current study planning period (through 2047). The City of Portsmouth’s landfill is intended for disposal of city produced CDD material only. The Centerville Turnpike CDD Landfill has a reported capacity of 5,400,000 tons (as of July 2015) with 13 years of life (VDEQ, June 2015) and is anticipated to be the only active CDD only disposal facility for the foreseeable future in the Region. The Higginson-Buchanan Landfill has very little permitted capacity remaining and it is reported that the facility has at least temporarily stopped accepting waste. Although, it is possible that an expansion may be permitted and constructed in the near future.

The Elbow Road CDD landfill on Centerville Turnpike in Chesapeake has a permitted expansion, although there are no plans to construct the expansion area, according to the site owner (personnel communication with facility owner, Warren Thrasher). The expansion has a reported capacity of approximately 1.6 million cubic yards with an estimated life of 13 years (assuming a waste disposal rate of 125,000 cubic yards per year). The expansion area would cover a total area of 20.7 acres (15.3 acres plus 5.3 acres of piggyback).

Figure 17. Active CDD and Industrial Landfills In Region

Landfill	Facility Type	Total Remaining Permitted Capacity (Tons)	Waste Disposed (Tons)	Remaining Reported Permitted Life (Years)
City of Portsmouth Craney Island Landfill	CDD	800,201*	53,244*	17*
Higgerson Buchanan Landfill	CDD	32,705*	42,125*	1*
Centerville Turnpike CDD Landfill	CDD	5,400,000***	39,290*	13*
John C. Holland Enterprises Landfill (JCHEI)	Industrial	3,964,000**	5,573,000**	31**

*From Solid Waste Managed in Virginia During Calendar Year 2009 (VDEQ June 2010)

**Correspondence from JCHEI to HRPDC dated September 5, 2011

***Correspondence Submitted to HRPDC dated June 12, 2015

Landfills that are permitted for other types of waste (either MSW or Industrial) may also accept CDD, although a CDD only disposal facility would most likely have a lower tipping fee, and therefore disposal of CDD in a MSW or Industrial landfill may not be considered cost effective since CDD waste would be replacing MSW or Industrial waste air space. Non-CDD only permitted landfills that may accept CDD waste include the SPSA Regional Landfill (MSW) as noted above, the City of Virginia Beach Landfill No. 2 (MSW) and the Holland Landfill (Industrial). According to the VDEQ (Solid Waste Managed in Virginia During Calendar Year 2009), the Holland Landfill has over 12 million tons of capacity with an reported remaining life of more than 50 years, which extends through the study planning period.

Active and permitted Material Recovery Facilities (MRFs) that recycle and otherwise handle CDD in the Region are; Waste Industries on Cook Blvd. in Chesapeake, Bay Disposal on East Indian River Road in Norfolk, Waterway Marine Terminal on Precon Drive in Chesapeake, United Disposal on Wellman Street in Norfolk and Meeks Disposal Corporation on Cavalier Boulevard in Chesapeake.

According to VDEQ records, Waterways Recycling processes approximately 50,000 tons of CDD material annually (calendar year 2007 data), at least some of it from out of the Region. According to the facility manager, the facility has the capacity to handle up to 700,000 tons annually, with a recycling rate of 92 percent. The remaining 8 percent of the material is disposed of most likely in the Centerville Turnpike CDD Landfill.

The International Paper – Franklin Mill Industrial Waste Landfill was previously considered a “captive” industrial landfill. As the Franklin Mill has been repurposed, separate corporations

will be operating facilities within the Mill. International Paper intends for businesses operation on the Mill site and generating similar wastes to dispose of that waste in the International Paper Industrial Waste Landfill. There is no intent to accept wastes from other locations and activities.

“East Coast Gutterman, LLC proposes to operate a material recovery facility for CDD in Chesapeake. This facility will have an initial design capacity of 200 tons/day.” The facility will accept, sort, and process construction and demolition debris (CDD) waste consisting primarily of steel, wood, shingles, sheetrock, concrete, and the like for recycling. The facility will include a concrete crushing operation. Recycled concrete and brick will be temporarily stockpiled on-site. Residual waste from the processing operation will be transferred from the facility to a permitted landfill or transfer station. The design capacity of the facility is 200 tons per day.

Bay Disposal, Inc. proposes to operate a material recovery facility in the Town of Smithfield, VA. The facility will accept, sort, and process municipal solid waste (MSW), construction and demolition debris (CDD), and recyclables. The design capacity of the facility is 400 tons per day.

NOTE: Amends Page 51 of Plan

MEMBER
JURISDICTIONS

May 19, 2016

CHESAPEAKE

Hampton Roads Congressional Delegation

FRANKLIN

RE: 2016 Water Resources Development Act

GLOUCESTER

Dear Members of the Hampton Roads Congressional Delegation:

HAMPTON

Recurrent flooding is a major issue for Hampton Roads communities. Flooding caused by tides, heavy rainfall, and coastal storms causes significant impacts including damage to public and private property and lost economic productivity. In an interconnected region such as Hampton Roads, the physical and economic impacts of recurrent flooding are not constrained by jurisdictional boundaries. This makes it critical to pursue collaborative strategies between jurisdictions and levels of government. Many Hampton Roads localities are planning and constructing projects to mitigate the impacts of flooding, but additional federal support is needed.

ISLE OF WIGHT

JAMES CITY

In particular, the U.S. Army Corps of Engineers is a major source of funding and expertise in designing and constructing mitigation projects. Corps feasibility studies play a critical role in helping communities identify projects. Typically, feasibility studies would only cover one city or county. In Hampton Roads, there is a need to address these issues through a multi-jurisdictional approach. To that end, we request that you consider including the following language in the 2016 Water Resources Development Act, which will authorize the U.S. Army Corps of Engineers to conduct multi-jurisdictional feasibility studies:

NEWPORT NEWS

NORFOLK

The Secretary of the Army is authorized to conduct studies of water resource needs of communities located within the Commonwealth of Virginia which are adjacent to bodies of water that are influenced by tidal action to determine the feasibility of carrying out projects for flood risk management, navigation, aquatic ecosystem restoration and other allied purposes due to increased coastal storm damage risk related to coastal storms and sea-level rise.

POQUOSON

PORTSMOUTH

SMITHFIELD

Recurrent flooding is an issue that will take many years to address, but it is important to start the process for identifying and constructing projects with the U.S. Army Corps of Engineers as soon as possible. We thank you for your assistance and leadership and look forward to working with you to improve the resilience of communities throughout Hampton Roads and coastal Virginia.

SOUTHAMPTON

SUFFOLK

SURRY

VIRGINIA BEACH

WILLIAMSBURG

YORK

Sincerely,

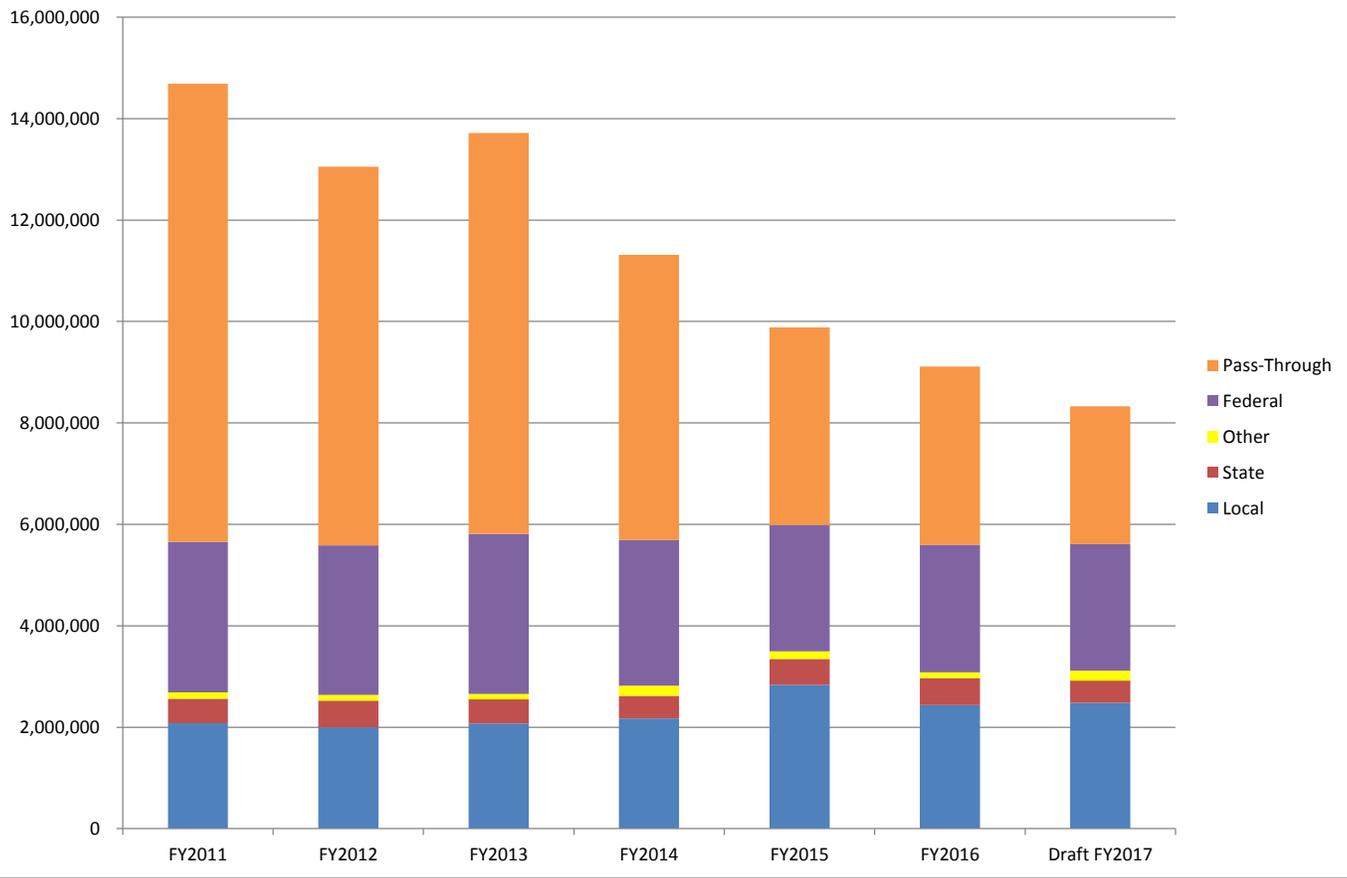
Clyde A. Haulman
Chairman

BJM/jc

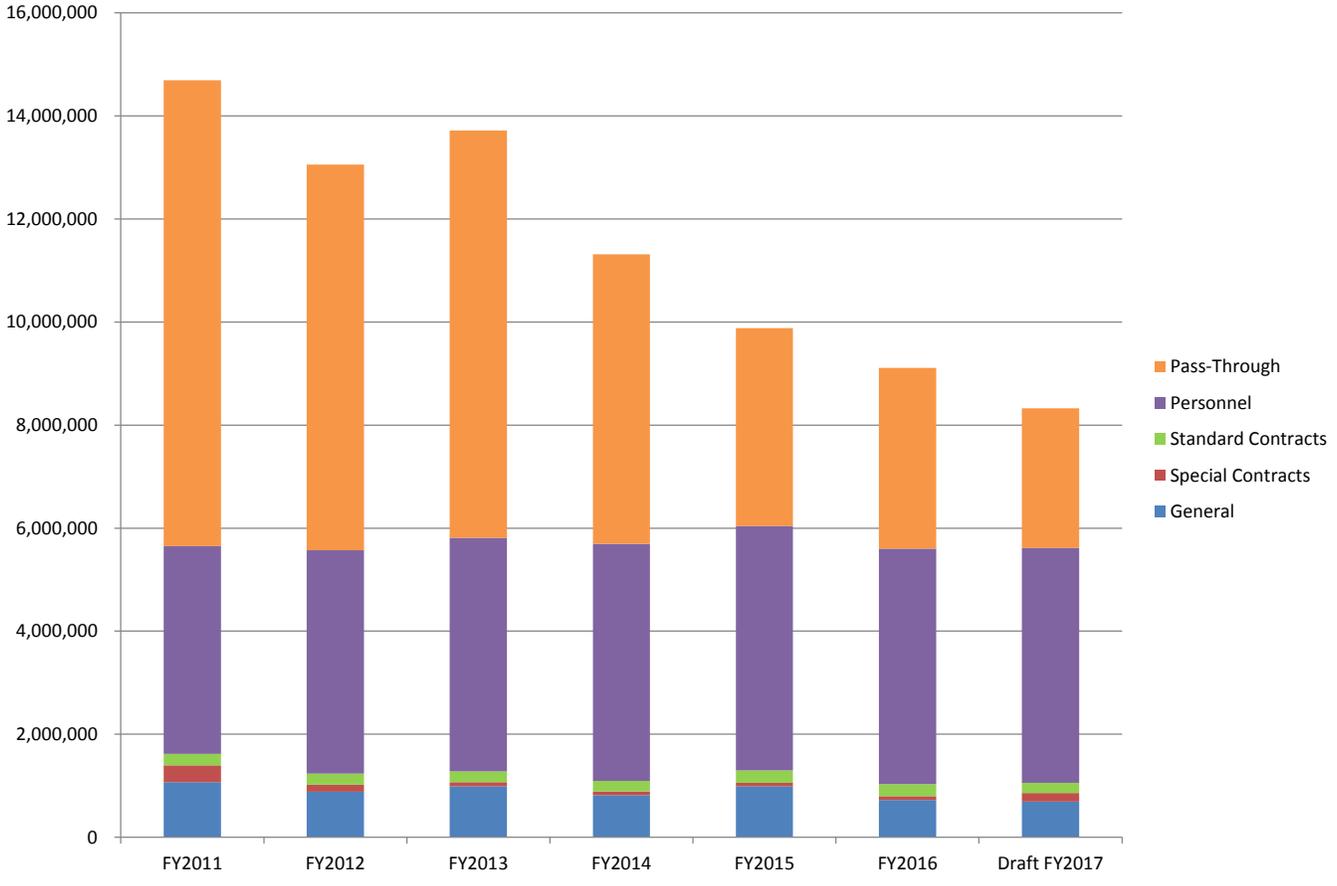
**HRPDC/HRTPO
Historical Budget Trend**

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	DRAFT FY2017
REVENUES							
Operations							
Federal	\$2,964,340	\$2,949,344	\$3,152,052	\$2,871,581	\$2,491,510	\$2,516,597	\$2,498,577
State	\$478,659	\$525,413	\$479,809	\$445,731	\$506,897	\$535,811	\$437,749
State Support to PDCs	\$132,124	\$151,943	\$151,943	\$151,943	\$151,943	\$151,943	\$151,943
State Grants	\$346,535	\$373,470	\$327,866	\$293,788	\$354,954	\$383,868	\$285,806
Local	\$2,081,337	\$1,999,788	\$2,071,115	\$2,174,392	\$2,840,401	\$2,436,799	\$2,481,475
Local Member Contributions	\$1,342,835	\$1,362,766	\$1,329,440	\$1,339,935	\$1,358,370	\$1,366,797	\$1,372,414
Local Program Contributions	\$292,022	\$479,888	\$674,909	\$297,224	\$1,403,533	\$637,732	\$910,061
Local Special Program Contributions	\$0	\$0	\$0	\$0	\$29,000	\$4,000	\$4,000
Local Program Deferred	\$29,990	\$33,634	\$1,300	\$526,764	\$49,498	\$408,270	\$165,000
Local Other	\$416,490	\$123,500	\$65,466	\$10,469	\$0	\$20,000	\$30,000
Other	<u>\$129,530</u>	<u>\$113,150</u>	<u>\$108,150</u>	<u>\$201,850</u>	<u>\$150,000</u>	<u>\$111,162</u>	<u>\$194,500</u>
Subtotal	\$5,653,866	\$5,587,695	\$5,811,126	\$5,693,554	\$5,988,808	\$5,600,369	\$5,612,301
Pass-Through							
Federal	\$5,645,715	\$4,417,233	\$3,983,005	\$2,836,704	\$1,499,699	\$1,237,679	\$1,862,434
State	\$736,305	\$585,957	\$571,140	\$346,265	\$73,783	\$120,000	\$42,500
Local	<u>\$2,654,732</u>	<u>\$2,462,163</u>	<u>\$3,348,542</u>	<u>\$2,435,093</u>	<u>\$2,320,424</u>	<u>\$2,152,340</u>	<u>\$810,919</u>
Subtotal	\$9,036,752	\$7,465,353	\$7,902,687	\$5,618,062	\$3,893,906	\$3,510,019	\$2,715,853
TOTAL REVENUES	\$14,690,618	\$13,053,048	\$13,713,813	\$11,311,616	\$9,882,714	\$9,110,388	\$8,328,154
EXPENDITURES							
Operations							
Personnel	\$4,036,965	\$4,334,115	\$4,532,387	\$4,601,510	\$4,743,817	\$4,570,037	\$4,558,653
Standard Contracts	\$223,525	\$216,160	\$209,869	\$202,945	\$235,755	\$234,555	\$193,160
Special Contracts	\$324,590	\$136,876	\$81,701	\$76,300	\$69,400	\$73,460	\$165,942
General	<u>\$1,068,786</u>	<u>\$882,873</u>	<u>\$987,169</u>	<u>\$812,799</u>	<u>\$989,836</u>	<u>\$722,317</u>	<u>\$694,546</u>
Subtotal	\$5,653,866	\$5,570,024	\$5,811,126	\$5,693,554	\$6,038,808	\$5,600,369	\$5,612,301
Pass-Through	\$9,036,752	\$7,483,024	\$7,902,687	\$5,618,062	\$3,843,906	\$3,510,019	\$2,715,853
TOTAL EXPENDITURES	\$14,690,618	\$13,053,048	\$13,713,813	\$11,311,616	\$9,882,714	\$9,110,388	\$8,328,154

HRPDC/HRTPO Revenue Sources



HRPDC/HRTPO Operations Expenditures



**HAMPTON ROADS PLANNING DISTRICT COMMISSION
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
FY2017 DRAFT SUMMARY BUDGET COMPARISON**

	FY2016 TOTAL BUDGET	FY2017 DRAFT BUDGET				
		TOTAL BUDGET	TPO PASS-THRU	PDC PASS-THRU	TPO OPER BUDGET	PDC OPER BUDGET
REVENUES						
Local Contribution Member Assessments (Note 1)	1,366,797	1,372,414			300,306	1,072,108
Local Assessments to Projects	637,732	910,061				910,061
Local Special Assessments to Projects	4,000	4,000				4,000
Miscellaneous Other	87,162	28,500				28,500
HRMFFA	24,000	30,000				30,000
HRTAC	95,000	136,000			68,000	68,000
State Allocation to PDCs (Note 2)	151,943	151,943				151,943
Federal & State Grants:	2,805,465	2,784,383			2,610,256	174,127
Transportation	2,649,805	2,610,256			2,610,256	
Planning District	155,660	174,127				174,127
Deferred Local Assessments to Projects	428,270	195,000				195,000
TOTAL OPERATING REVENUE	5,600,369	5,612,301	0	0	2,978,562	2,633,739
PASS-THRU FUNDING	3,510,019	2,715,853	402,500	2,313,353	0	0
TOTAL REVENUE FOR FISCAL YEAR	9,110,388	8,328,154	402,500	2,313,353	2,978,562	2,633,739
EXPENDITURES						
Personnel (Note 3)	4,570,037	4,558,653			2,261,586	2,297,067
Standard Contracts (Note 4)	234,555	193,160			96,794	96,366
Special Contracts (Note 5)	73,460	165,942			77,527	88,415
Pass-Through Activity	3,510,019	2,715,853	402,500	2,313,353	0	0
Expenditure Schedules for Operations (Note 6)	722,317	694,546			542,655	151,891
TOTAL EXPENDITURES	9,110,388	8,328,154	402,500	2,313,353	2,978,562	2,633,739

Note 1: Local Member Contributions were reduced by \$0.02 in FY2013.

Note 2: State Allocation grant has been reduced from a high of \$325,472 in FY2004.

Note 3: Funding for 42 Full Time Positions and 2 Part Time Positions

Note 4: Standard Contracts include: Space, Insurance, Equipment Rental, Maintenance & Repairs, Legal, and Audit

Note 5: Special Contracts include Internet/Web hosting, design, and maintenance; recycling, public involvement

Note 6: Schedules: hospitality for mtgs, consumables, equip, copy costs, telephone, memberships, travel, contingencies, etc.

**FUND BALANCE REPORT
FROM FY2012 - FY2015**

	FY2012	FY2013	FY2014	FY2015
TOTAL FUND BALANCE (note 1)**	4,517,529	4,417,824	4,806,920	5,091,241
LESS:				
DESIGNATED*	(313,359)	(270,648)	(600,467)	(951,963)
RESERVES**	(648,086)	(533,480)	(612,420)	(194,875)
GASB 45*	(623,874)	(860,974)	(1,107,025)	(1,391,066)
LEAVE*	<u>(606,008)</u>	<u>(574,382)</u>	<u>(435,363)</u>	<u>(460,241)</u>
AVAILABLE FUND BALANCE	2,326,202	2,178,340	2,051,645	2,093,096

*From Audited Financial Statements

**From Year-End Balance Sheet

CASH IN BANK:				
BB&T Investments	3,202,981.10	2,097,748.07	2,298,743.00	2,901,292.00
LGIP Investments	738,272.88	1,139,981.62	1,141,152.00	1,543,828.00
Checking	<u>(63,963.98)</u>	<u>89,314.03</u>	<u>221,659.00</u>	<u>16,413.00</u>
TOTAL CASH IN BANK	3,877,290.00	3,327,043.72	3,661,554.00	4,461,533.00
Plus: A/R	926,072.00	1,741,782.00	1,547,564.00	1,299,426.00
Plus: Prepaid Exp	5,822.00	7,234.28	27,008.00	41,557.00
Minus: A/P	(140,540.00)	(557,612.00)	(361,691.00)	(414,063.00)
Minus: Contracts A/P	(134,400.00)	(88,941.00)	(49,146.00)	(291,189.00)
Minus: Misc A/P	<u>(16,715.00)</u>	<u>(11,683.00)</u>	<u>(18,369.00)</u>	<u>(6,023.00)</u>
CASH AVAILABLE:	4,517,529.00	4,417,824.00	4,806,920.00	5,091,241.00
DESIGNATED	(313,359.00)	(270,648.00)	(600,467.00)	(951,963.00)
RESERVES	(648,086.00)	(533,480.00)	(612,420.00)	(194,875.00)
GASB 45	(623,874.00)	(860,974.00)	(1,107,025.00)	(1,391,066.00)
LEAVE	<u>(606,008.00)</u>	<u>(574,382.00)</u>	<u>(435,363.00)</u>	<u>(460,241.00)</u>
AVAILABLE FUND BALANCE	2,326,202.00	2,178,340.00	2,051,645.00	2,093,096.00
 DIFF	 0.00	 0.00	 0.00	 0.00

Note 1: From Balance Sheet

Total Assets
 Minus: Capital Assets
 Minus: Accounts Payable
 Minus: Trans Pass-Thru (contracts payable)
 Minus: Misc. Accounts Payable
 = Fund Balance

MEMBER DUES AND STATE ALLOCATION TRENDS

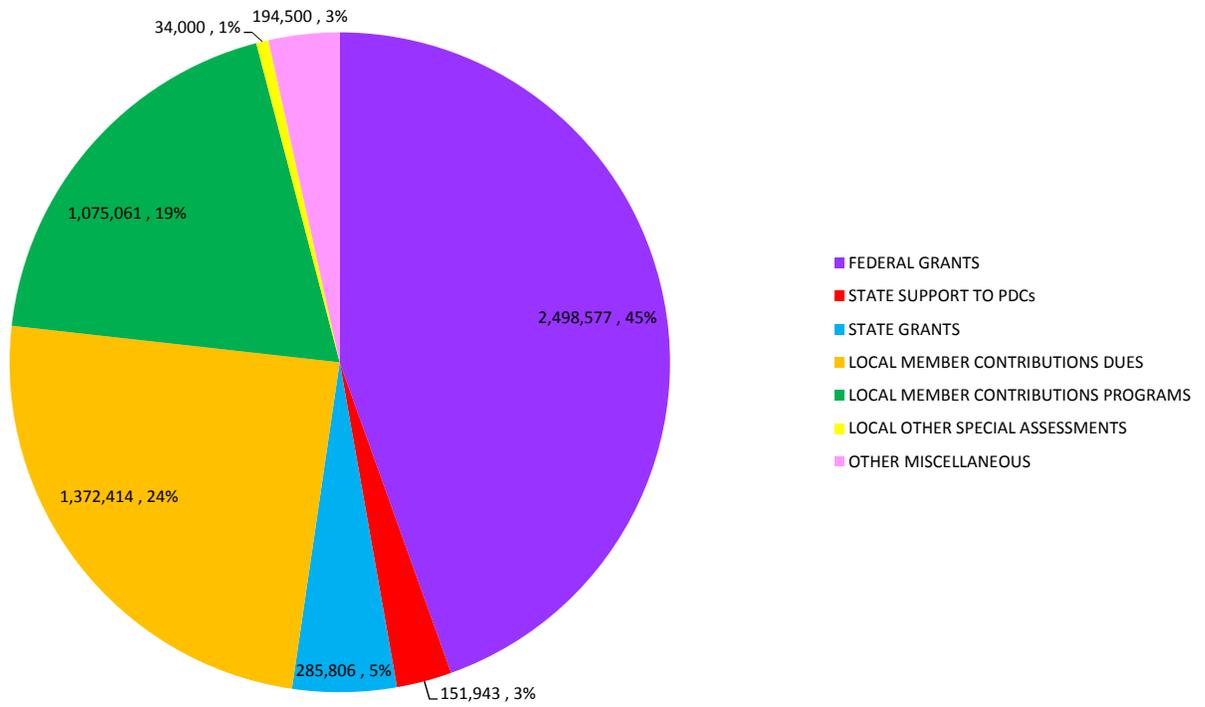
FY	MEMBER DUES PER CAPITA	MEMBER DUES AMOUNT	STATE ALLOCATION
1996	0.400	594,000	312,818
1997	0.400	598,400	326,260
1998	0.435	659,920	312,818
1999	0.470	715,668	332,818
2000	0.470	716,374	356,628
2001	0.470	720,041	366,628
2002	0.520	818,897	358,625
2003	0.520	818,897	325,472
2004	0.520	818,901	326,663
2005	0.620	986,420	293,999
2006	0.820	1,304,620	293,995
2007	0.820	1,330,696	293,995
2008	0.820	1,338,739	279,295
2009	0.820	1,341,946	275,106
2010	0.820	1,346,171	253,879
2011	0.820	1,342,835	132,124
2012	0.820	1,362,766	151,943
2013	0.800	1,329,440	151,943
2014	0.800	1,339,935	151,943
2015	0.800	1,358,370	151,943
2016	0.800	1,366,797	151,943
2017	0.800	1,372,414	151,943

HAMPTON ROADS PLANNING DISTRICT COMMISSION
Local Jurisdiction Contributions
FISCAL YEAR 2017
BUDGET

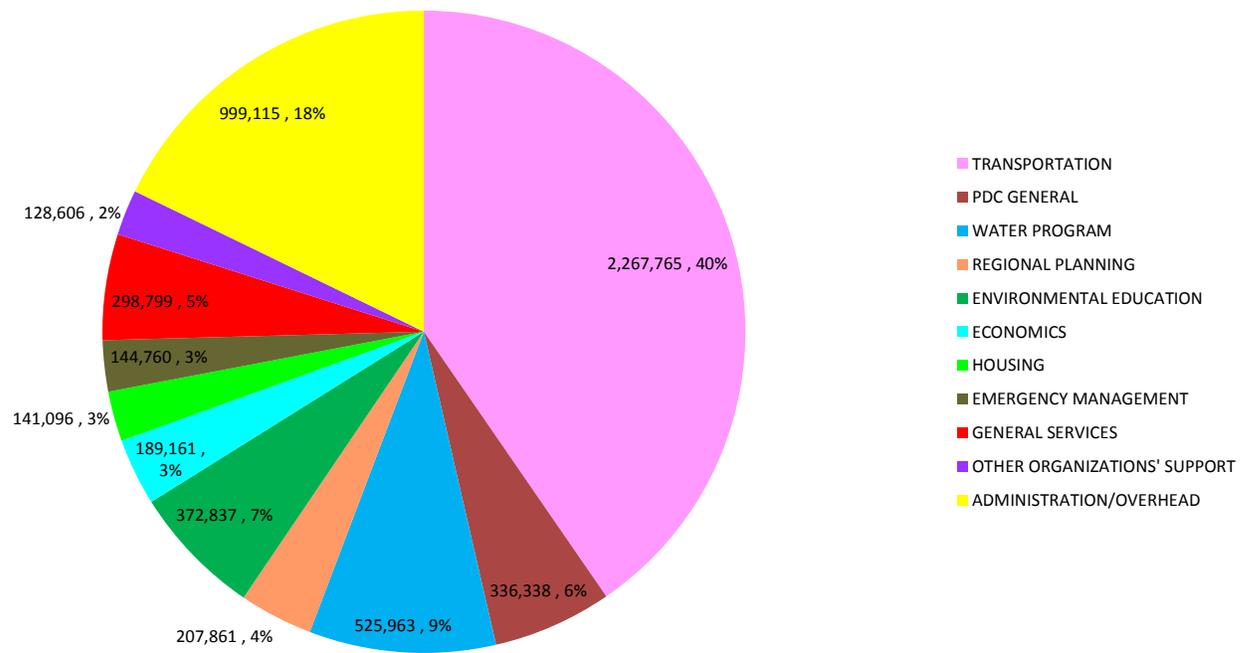
		100000 ED	398700 EM	670514 WK	2335 WK	2340-2357 WK	2370-2372 & 2377 WK	2390-2393 WK	23: 40/43/55/57 JH	2392-2393 JH	2371-2372 JH	2395-2396 JH					
JURISDICTION	Weldon-Cooper 2010 CENSUS Population updated 7/1/2013	MEMBER CONTRIB. \$0.80 Per Capita	Metropolitan Medical Response System (MMRS) \$0.20 Per Capita	Contruction Standards Committee (+ fixed \$ Non-Jurisd.)	WATER PROGRAMS				HR GREEN PROGRAMS				GRAND TOTAL				
					2335	2351	2370	2390	HR WET		HR FOG			HR STORM		HR Clean Community System	
					Sea Level Rise	Regional Water Programs	Regional Storm Water Programs	Waste Water Programs	HR WET H2O WQ Ads		HR FOG			HR STORM		HR Clean Community System	
Chesapeake	235,638	\$188,510	\$47,128	\$9,235	\$14,303	\$13,172	\$40,795	\$7,959	\$25,986	\$11,726	\$16,374	\$15,317	\$390,505				
Franklin	8,560	6,848	1,712	343	520	2,950	1,482	582	1,441	859	2,013	572	19,322				
Gloucester County	37,225	29,780	7,445	1,476	2,260	3,151	6,445	192	1,922	283	3,825	2,447	59,226				
Hampton	138,545	110,836	27,709	5,511	8,410	2,350	23,986	5,621	0	8,281	10,233	9,141	212,078				
Isle of Wight County	27,885	22,308	5,577	1,120	1,693	2,870	4,828	317	1,256	468	3,234	1,853	45,524				
James City County	71,140	56,912	14,228	2,458	4,318	5,992	12,316	2,972	8,737	4,380	5,970	4,615	122,898				
Newport News	183,362	146,690	36,672	7,271	11,130	0	31,745	6,162	0	9,077	13,068	12,060	273,875				
Norfolk	246,394	197,115	49,279	9,767	14,956	13,006	42,657	7,412	25,697	10,919	17,054	16,193	404,055				
Poquoson	12,212	9,770	2,442	479	741	2,350	2,114	638	0	941	2,243	797	22,515				
Portsmouth	96,802	77,442	19,360	3,840	5,876	7,859	16,759	4,109	13,230	6,054	7,593	6,368	168,490				
Smithfield	8,287	6,630	1,657	326	503	2,858	1,435	371	1,220	547	1,995	541	18,083				
Southampton County	18,783	15,026	3,757	748	1,140	2,574	3,252	189	531	278	2,659	1,241	31,395				
Suffolk	89,586	71,669	17,917	3,482	5,438	6,605	15,510	2,783	10,214	4,100	7,137	5,712	150,567				
Surry County	6,967	5,574	1,393	277	423	0	1,206	0	0	0	1,912	458	11,243				
Virginia Beach	451,672	361,338	90,334	17,824	27,416	25,140	78,196	16,823	54,734	24,786	30,039	29,554	756,184				
Williamsburg	15,064	12,051	3,013	590	914	3,072	2,608	418	1,734	617	2,424	978	28,419				
York County	67,396	53,917	13,479	2,654	4,091	2,350	11,668	3,201	0	4,712	5,734	4,401	106,207				
HRSD	0	0	0	5,000		8,664	0	60,253	0	88,768	0	0	162,685				
HRUHCA	0	0	0	5,000		0	0	0	0	0	0	0	5,000				
NN Water Works	0	0	0	2,500		23,037	0	0	49,598	0	0	0	75,135				
TOTAL	1,715,518	\$1,372,414	\$343,104	\$79,901	\$104,132	\$128,000	\$297,002	\$120,002	\$196,300	\$176,796	\$133,507	\$112,248	\$3,063,406				

Population figures updated by Weldon Cooper 07/01/13 (eff 08/22/14) ^Per Committee ^Water (W. Katchmark) & HR Green (J. Hillegass) Program funding calculations derived through committees.

FY2017 OPERATING REVENUE BUDGET



FY2017 OPERATING EXPENDITURE BUDGET



MEETING OF THE DIRECTORS OF UTILITIES COMMITTEE

The Directors of Utilities Committee met on April 13, 2016. The following items were discussed during the meeting:

- The HRPDC staff provided an update on efforts to promote the Help 2 Others (H2O) Program's participation in the Give Local 757! fundraising event on May 3, 2016, which coincides with Drinking Water Week. Local radio stations will help encourage donations to H2O and urge listeners to find the "magic faucet" educational displays on the Southside and Peninsula. The HRPDC staff is providing Drinking Water Week outreach materials, content, and graphics for localities to use for social media posts, municipal TV slides, newsletters, and websites. Utilities are asked to add the link to the H2O program on department homepages (shareh2o.org) and promote donations.
- The Committee discussed the rotation for hosting the askHRgreen.org trailer. Portsmouth is the current host. Norfolk will be the next locality to host the trailer.
- The Committee discussed the monthly meeting format and priorities for the FY17 Regional Water and Wastewater Programs. The Committee agreed to maintain the current meeting schedule, to continue meeting with the Health Directors twice a year, and to have utility presentations on operational and management topics. The Committee agreed to pursue the following priority projects for FY17: groundwater management, SSORS enhancements, Regional Water Supply Plan compliance conditions, and groundwater mitigation program update.
- The Committee held a roundtable discussion of issues of regional interest, including:
 - Public web viewer access to water and sewer system information;
 - Status of HRSD's Sustainable Water Recycling Initiative;
 - The Eastern Virginia Groundwater Management Advisory Committee activities and the JLARC study, *Virginia's Water Resource Planning and Management*;
 - HRPDC's plans to begin developing the 2017 regional legislative agenda;
 - [H.R.4542](#) (Low Income Sewer and Water Assistance Program Act of 2016, Rep. Marcia L. Fudge, D-OH), which would amend the Federal Water Pollution Control Act to establish a low-income sewer and water assistance pilot program; and
 - [HB 919](#) (Approved March 11, 2016) and amendment of § 15.2-2119 of the Code of Virginia, relating to delinquent water and sewer charges.