1. Call to Order

2. Approval/Modification of Agenda

3. Public Comments
   a. Submitted Public Comments

   There were no submitted public comments since the last HRPDC meeting. Any new written public comments received after the preparation of this agenda will be announced at the meeting.

   b. Public Comment Period

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

4. Executive Director’s Report (Attachment 4)

5. Community Advisory Committee (CAC) Report

6. Consent Agenda (Attachment 6)
   a. Meeting Minutes – January 20, 2022 Commission Meeting
   b. Transcribed Public Comments – January 20, 2022 Commission Meeting
   c. Treasurer’s Report – December 2021
   d. Fiscal Year 2022 Budget Amendment

   The current FY 2022 HRPDC/HRTPO Budget was approved on May 20, 2021. Subsequently, the HRPDC/HRTPO received new awards and adjustments to existing awards. This agenda note summarizes the changes to the approved budget through December 31, 2021.
The previously approved budget totaled $16,448,873. This budget amendment results in an increase of $3,355,980, bringing the total Operating and Pass-Through budget to $19,804,853. The additional $3,355,980 is the result of the following changes:

$ + 205,000 New federal awards received from the Department of Homeland Security ($197,500 of which will pass-through to consultants).

+ 3,000,000 New state award received from the Virginia Department of Housing (These funds have not been determined at this time, but the majority will be pass-through for several Housing Development programs).

+ 11,276 FY 2021 funds carried forward for the HRTPO.

+ 25,368 HRPDC deferred revenue carried forward from previous years. All of which will pass-through to existing consultant contracts.

+ 114,336 Various adjustments to previous awards; this increase mainly affected pass-through expenditures.

$ 3,355,980 FY 2022 Budget Increase

e. HRPDC Grant Contracts

Staff recommends authorizing the HPPDC Executive Director to sign contracts with the following vendors for professional services. Funding for these contracts is provided by the FY2021 Urban Area Securities Initiative (UASI) grant.

- ASAP 911 - $129,675 – purchase of all-terrain medical vehicles
- Sonny Merryman - $217,455 – purchase of ambulance bus
- Assura Inc - $284,288 – cybersecurity planning, training, and exercises
- Old Dominion University Research Foundation - $81,600 – completion of the 2022 Threat and Hazards Identification and Risk Assessment (required for UASI grant funding) and grant application support
f. Department of Environmental Quality (DEQ) Chesapeake Bay Watershed PDC Locality Implementation Program Contract

In continuance of the Chesapeake Bay Phase III Watershed Implementation Plan (WIP) efforts, the Virginia Department of Environmental Quality (DEQ) is offering PDCs a portion of the funding that the Chesapeake Bay Program provides the Commonwealth. The intent of this project initiative is for the HRPDC (and other participating PDCs) to continue efforts made during the Phase III WIP process in the non-regulated urban sector. Funding in the amount of $58,000 would be used by the HRPDC to complete the following tasks:

1. Produce outreach materials consisting of short video clips, social media content, and print material (if budget allows), to educate realtors and new homeowners on the importance of the Chesapeake Bay Preservation Act (CBPA) as it relates to water quality. This would greatly influence the protection of existing buffers and could lead to an increase in establishing new buffers for water quality protection along shorelines. Materials would be developed in line with the updates to the regulations relating to climate change and mature trees. Outreach videos and subsequent materials would be designed in coordination with askHRgreen.org and HRPDC’s CBPA Workgroup.

   Deliverables – Education and outreach through meetings, videos, and web content (by December 31, 2022).

2. Continue to work with industries identified through a National Fish and Wildlife Foundation (NFWF) grant to compile, report, and implement BMPs on private property, particularly along local waterways. If another successful NFWF grant (or other funding opportunity) is obtained, this will allow HRPDC to identify more industries in the region and transition the current efforts to focus on accounting for and finding funding for BMP implementation projects.

   Deliverables – Report will include industry partners, implementation goals, funding sources, and potential projects identified (by December 31, 2022).

3. Work with localities to identify needs for living shorelines on private property to determine if HRPDC can provide pass-through support via the Virginia Clean Water Revolving Loan Fund (CWRLF) program, similar to the Middle Peninsula PDC’s Living Shoreline Incentive Program (by December 31, 2022).

   Staff recommends authorizing the Executive Director to execute the contract between HRPDC and DEQ in the amount of $58,000, with a required match of $14,500 that would be met with the existing HRPDC Stormwater fund, with pre-
award cost allowance beginning January 1, 2022 to December 31, 2022 contingent upon staff review and agreement with the final scope of services.

g. Community Advisory Committee (CAC) Appointment

The following individual has been recommended for CAC membership:

- Dr. Kanama Bivins, a resident of Suffolk, is Chief Financial Officer of NASA Langley Research Center. Dr. Bivins has over 20 years of work experience as a leader in the federal government with a strong focus on innovation as well as volunteer experience with the CIVIC Institute and American Society of Military Comptrollers. She has a Doctorate in Strategic Leadership and a passion to see Hampton Roads continue to grow, develop, and thrive through initiatives to help attract and retain talent, entrepreneurs, and investors.

h. 2022 Regional Meetings Schedule

The regional meeting schedule for the 2022 Calendar Year is attached for Commission review and approval.

Action Requested: The HRPDC should consider action to approve the February 17, 2022 Consent Agenda.

7. Joint Land Use Study Updates – presented by Mr. Benjamin J. McFarlane, HRPDC Senior Regional Planner, and Mr. Bruce Sturk, Director, Federal Facilities Support, City of Hampton

The Military Installation Sustainability program is one of several administered by the Department of Defense Office of Local Defense Community Cooperation that provide assistance to communities to help support military operations and readiness. Hampton Roads has recently benefited from this program through the funding of four Joint Land Use Study (JLUS) projects in Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Virginia Beach. The most recently completed of these projects is the Portsmouth-Chesapeake JLUS, which involved Portsmouth, Chesapeake, and several Navy facilities. This study addressed several issues of concern to both the participating communities and Navy installations such as flooding, transportation, parking, and land use conflicts.

The City of Hampton completed a JLUS for Langley Air Force Base in 2010; this study was updated in 2018 through an addendum to address community and installation resilience. These efforts have been part of the city’s overall strategy to work with Joint Base Langley-Eustis to identify and implement steps to protect and enhance the Air Force’s mission in Hampton and to further the city’s goals for becoming a more resilient community.
Mr. Benjamin J. McFarlane, HRPDC Senior Regional Planner, will brief the Commission on the Joint Land Use Study (JLUS) projects, and Mr. Bruce Sturk, Hampton Director of Federal Facilities Support, will brief the Commission on Hampton’s collaboration with the Department of Defense.

This item is presented for information and discussion by Commission members.

8. **Stormwater Local Assistance Fund Projects – presented by Ms. Jillian C. Sunderland, HRPDC Senior Water Resources Planner**

The Virginia General Assembly established the Stormwater Local Assistance Fund (SLAF) in 2013 to provide matching grants to local governments for stormwater best management practices that improve water quality by reducing pollutant loads. The Department of Environmental Quality (DEQ) has awarded $144 million to 289 projects over seven rounds of SLAF. The Hampton Roads localities have been awarded a total of $27.9 million for 88 projects that meet stormwater permit requirements and improve the quality of local waterways.

Ms. Jillian C. Sunderland, HRPDC Senior Water Resources Planner, will brief the Commission on the Stormwater Local Assistance Fund and answer any questions.

This item is presented for information and discussion by Commission members.

9. **General Assembly Update – presented by Mr. Robert A. Crum, Jr., HRPDC Executive Director**

Mr. Robert A. Crum, Jr., HRPDC Executive Director, will provide a briefing from the General Assembly session, including any items that may need discussion or action by the HRPDC.

10. **Three Month Tentative Schedule**

    **March 17, 2022**
    FEMA Risk Rating 2.0
    Resiliency Design Standards
    2022 Hampton Roads Economic Forecast

    **April 2022**
    No Meeting per the Regional Meeting Schedule

    **May 19, 2022**
    Fiscal Year 2023 Budget
    Annual HRPDC Work Program
    Planning & Economics Department Update
    Hampton Roads Housing Market
11. **Advisory Committee Minutes (Attachment 11)**

HRPDC Advisory Committee meeting minutes that were approved since the last Commission meeting are attached for review.

12. **For Your Information (Attachment 12)**

- Letter from Gloucester County announcing the reappointment of Mr. Phillip Bazzani as a member of the Hampton Roads Planning District Commission.

- Letter from the City of Chesapeake announcing the appointment of Mr. Brian S. Solis as a member of the Hampton Roads Planning District Commission.

- Letter from Elizabeth River Crossings (ERC) to HRPDC Chair Andria McClellan announcing the retirement of Mr. David C. Sullivan as ERC CEO. Ms. Anna Bonet is ERC’s incoming CEO.

- Letter sent on behalf of the Hampton Roads Cybersecurity Subcommittee urging all Hampton Roads Caucus Members, Committee Members, and General Assembly Members to oppose legislative items SB 764 and HB 1290 and recommend a holistic workgroup to formulate comprehensive cyber-security measures for the Commonwealth of Virginia.

- Letter sent on behalf of Virginia Beach Vision and Greater Norfolk Corporation to Virginia Beach and Norfolk Delegations supporting a dedicated state funding source for flood protection.

- Brochure summarizing the work of the Regional Transit Advisory Panel (RTAP) and the RTAP’s recommendations for strengthening public transportation in the Hampton Roads region.

13. **Old/New Business**

14. **Adjournment**
REGIONAL TRANSIT ADVOCACY DAY

The Regional Transit Advisory Panel (RTAP), community stakeholders and the region’s transit agencies held the region’s first transit advocacy day at the General Assembly on February 3. Over 25 representatives from these groups met with approximately ten General Assembly members to discuss the importance of transit to the Hampton Roads region and provide input on several bills that are being considered by the General Assembly. In addition, RTAP members provided a presentation to the Hampton Roads Caucus and held discussions with the Clerk of the House of Delegates and the Executive Director of the Virginia Transit Administration. The day concluded with the RTAP representatives being introduced on the Senate and House Floors.

A briefing on the work of the RTAP, a summary of transit advocacy day and the recommendations from the RTAP membership will be presented to the HRTPO Board at its February 17 meeting.

HRPDC & HRTPO FACEBOOK AND WEBSITES

Please visit our Facebook pages and websites for ongoing updates on the work of the HRPDC and HRTPO.

GENERAL ASSEMBLY

The HRPDC staff continues to monitor and provide input on bills related to the Regional Legislative Agenda approved by the HRPDC and HRTPO Boards. In addition, the Executive Director facilitates weekly meetings with the region’s legislative liaisons to encourage information sharing and alignment around various bills and budget amendments of importance to the Hampton Roads region.

COMMUNITY ADVISORY COMMITTEE

The HRPDC/HRTPO Community Advisory Committee (CAC) held its regularly scheduled meeting on February 10. Agenda items included:

- Regional Gateways Study
- Comprehensive Economic Development Strategy
- Regional Transit Advisory Panel
- General Assembly Overview
- CAC Vice Chair Position
REGIONAL FIBER RING

The Southside Network Authority held its regularly scheduled meeting on February 11. The Authority discussed next steps and actions related to the construction of the Southside fiber ring.

VIRGINIA TELECOMMUNICATIONS INITIATIVE (VATI) BROADBAND GRANT

The HRPDC is working with its partner localities to develop and finalize contract documents for the Virginia Telecommunications Initiative (VATI) Broadband Grant. On December 14, 2021, Governor Northam announced that the HRPDC, in partnership with Charter Communications, was awarded a $21 million Virginia Telecommunications Initiative (VATI) grant to bring universal broadband coverage to the City of Suffolk and Counties of Isle of Wight and Southampton. The grant will provide needed funding to build a high-speed, reliable, and affordable fiber internet network to areas of western Hampton Roads that are currently without service. In total, 12,223 homes, businesses, and community anchors will gain access to broadband. Build out of the network is anticipated to be completed in 2024.

OTHER MEETINGS/EXECUTIVE DIRECTOR OUTREACH

- Weekly coordination calls with regional legislative liaisons during General Assembly session
- January 4 phone call with Hampton University and the Hampton Roads Alliance on offshore wind opportunities
- January 11 Regional Connectors Study Policy and Working Group Joint Meeting
- January 20 BoAT/Capital Trail coordination meeting at the Peninsula Airport Offices
- January 23 meeting with the Hampton Roads Alliance, Hampton Roads Workforce Council and CIVIC Leadership
- January 24 meeting with the regional economic development directors to discuss the Regional Gateways Study
- January 25 meeting of the Regional Transit Advisory Committee
- VATI Grant Contract meeting with the Department of Housing and Community Development on January 26
- January 26 meeting with a Community Advisory Committee member and VDOT to discuss lane markings
- Virginia Beach Community Engagement Session on January 26
- Meeting with Admiral Charles “Chip” Rock at Naval Station Norfolk on January 27 to discuss the Chesapeake/Portsmouth Joint Land Use Study
- Hampton Roads Chamber Leadership Exchange Planning Committee meeting on January 28
- Meeting with representatives of the City of Hampton on January 31 to discuss red light enforcement
- GO Virginia Planning Grant call/meeting on February 2 with Old Dominion University and Reinvent Hampton Roads
- Coordination of Transit Advocacy Day in Richmond on February 3
- Attended meetings of the Virginia Association of Planning District Commissions on February 3
- Participated in the Newport News Brand Research and Strategy Meeting on February 4
- Presentation to the Virginia Peninsula Association of Realtors on February 4
- Meeting with TFC Recycling on February 8
- Presentation to Reinvent Hampton Roads on February 10
- Community Advisory Committee meeting on February 10
- February 11 meeting of the Southside Network Authority
- Community meeting with Senator Spruill on Saturday, February 12 to discuss the Bowers Hill Interchange
ADMINISTRATION/MANAGEMENT

- Human resource decisions on allocation of mid-year salary compression/equity adjustments
- Onboarding of IT Manager
- Internal restructuring of organization/management structure to create Deputy Executive Director with oversight for the Organization's operations and administration, including human resources, building and property services, Civil Rights/Title VI compliance, legal services, IT and meeting support.
- Finalize job descriptions in support of the Organization’s Civil Rights/Title VI and Communications Programs
- Staff support to the Community Advisory Committee
- Staff support to the Southside Network Authority
- Coordination with the region’s legislative liaisons
- Financial management support for the HRPDC, HRTPO, HRTAC, HRMFFA and Southside Network Authority
- Personnel management
- Building Operation and Maintenance
The January 20, 2022 meeting of the Hampton Roads Planning District Commission (HRPDC) was called to order by the Chair at 12:37 p.m. in the Regional Board Room located at 723 Woodlake Drive in Chesapeake, Virginia with the following in attendance:

**Commissioners in Attendance:**
- Andria McClellan, Chair (NO)
- David Jenkins, Vice-Chair (NN)
- Christopher Price (CH)
- Debbie Ritter (CH)*
- Ella Ward (CH)
- Carol Steele (GL)*
- Steven Brown (HA)
- Mary Bunting (HA)
- Donnie Tuck (HA)
- Joel Acree (IW)
- Randy Keaton, Treasurer (IW)
- John McGlennon (JC)
- Scott Stevens (JC)
- Courtney Doyle (NO)*
- Randall Wheeler (PQ)*
- Albert Moor (SU)
- Robert Elliott (SY)
- Patrick Duhaney (VB)*
- Guy Tower (VB)
- Douglas Pons (WM)
- Andrew Trivette (WM)
- Sheila Noll (YK)

**Commissioners Absent:**
- Stephen Best (CH)
- Robert Geis (CH)
- Amanda Jarratt (FR)
- Frank Rabil (FR)
- Phillip Bazzani (GL)
- McKinley Price (NN)
- Cynthia Rohlf (NN)
- Kenneth Alexander (NO)
- Danica Royster (NO)
- Larry “Chip” Filer (NO)
- Gordon Helsel (PQ)
- Shannon Glover (PO)
- Angel Jones (PO)
- William Gillette (SH)
- Michael Johnson (SH)
- Michael Stallings (SM)
- T. Carter Williams (SM)
- Leroy Bennett (SU)
- Melissa Rollins (SY)
- Robert Dyer (VB)
- Barbara Henley (VB)
- Louis Jones (VB)
- John Moss (VB)
- Sabrina Wooten (VB)
- Neil Morgan (YK)

**Executive Director:**
- Robert A. Crum, Jr., Secretary

**Other Participants:**
- Terry Danaher (CAO)*

*Late arrival or early departure.*
Others Recorded Attending:
Angela Hopkins (Newport News); Bob Baldwin (Portsmouth); David Harrison (Surry County); Amy Parkhurst, Doug Smith, and Matt Smith (Hampton Roads Alliance); Stephen Edwards and Barbara Nelson (Port of Virginia); Jason El Koubi (Virginia Economic Development Partnership); and Keith Cannady, Kelli Arledge, Rob Cofield, Whitney Katchmark, Benjamin McFarlane, Pavithra Parthasarathi, Joe Turner, and Christopher Vaigneur (HRPDC/HRTPO Staff)

Chair Andria P. McClellan welcomed new Commission member John McGlennon, Board of Supervisors Chairman for James City County.

Approval/Modification of Agenda

Chair McClellan stated that a quorum was not present to approve the agenda.

Public Comments

Chair McClellan reported that there were no submitted public comments since the last HRPDC meeting and invited members of the public to address the Commission.

Mr. Steve Hansen urged the Commission to consider amending the HRPDC legislative priority request that the General Assembly establish the Offshore Wind Supply Chain and Workforce Development Fund to stipulate diversity hiring metrics for candidate supply chain companies receiving funding.

"Full transcription of public comments will be included in the subsequent Commission meeting’s agenda, which will be available on the HRPDC website."

Executive Director’s Report

Mr. Robert A. Crum, Jr., HRPDC Executive Director, referenced his monthly report included in the agenda package and highlighted the following items:

- On December 7, Governor Northam held a press conference in Hampton to announce the release of Virginia’s first Coastal Resilience Master Plan. HRPDC Chair Andria McClellan, HRTPO Board Chair and Hampton Mayor Donnie Tuck, and the Executive Director participated in this event. The HRPDC staff served on the Technical Advisory Committee and various subcommittees that supported the preparation of this Plan.

- HRPDC Chair Andria McClellan, HRTPO Chair Donnie Tuck, and the Executive Director presented Hampton Roads’ regional legislative priorities to the Hampton Roads General Assembly Caucus on December 14 at the Sentara Brock Cancer Center in Norfolk.

- Also on December 14, state, regional, and local officials celebrated the arrival of the Tunnel Boring Machine that will be used during the construction of the Hampton Roads Bridge Tunnel project. This project is predominantly funded by the Hampton Roads...
Transportation Accountability Commission (HRTAC). The Tunnel Boring Machine was custom-made in Germany, disassembled, and transported via three ships to the Port of Virginia. The machine will be reassembled in the next several months with boring expected to begin in mid-2022. A model of the Tunnel Boring Machine was present for the celebration.

Speakers at this event included Secretary of Transportation Shannon Valentine and HRTAC and HRTPO Chair Donnie Tuck. Several students from Saint Gregory the Great Catholic School in Virginia Beach, who won a competition to name the Tunnel Boring Machine, also participated. The students’ winning proposal resulted in the Tunnel Boring Machine being named after Mary Winston Jackson, the late Hampton native and aerospace engineer who was featured in the movie *Hidden Figures*.

- Regional, local, state, and federal officials held a ribbon-cutting ceremony on December 20 to celebrate the opening of the I-64 Peninsula Segment III Project.

- The HRPDC received a VATI grant that will bring universal broadband coverage to the City of Suffolk and Counties of Isle of Wight and Southampton. In partnership with the three localities and Charter Communications, the grant will provide needed funding to build a high-speed, reliable, and affordable fiber internet network to areas of western Hampton Roads that are currently without service. Much like electricity and water, broadband is a crucial service in the 21st century that connects our communities and enhances access to healthcare, education, and workforce development opportunities.

Mr. Crum congratulated the City of Norfolk for receiving $250 million in federal funding to help manage and reduce flooding through a system of storm surge barriers, tidal gates, floodwalls, levees, pump stations, and other non-structural measures such as living shoreline. He also congratulated the Virginia Port Authority (VPA) for securing $69.3 million in funding to deepen and widen the Norfolk Harbor Channel to 55 feet.

Mr. Crum concluded his remarks by referencing the For Your Information agenda item. The Chesapeake Bay Preservation Area (CBPA) Designation and Management Regulations were amended to specifically allow climate change adaptation measures within the CBPA and require climate change impacts to be considered for land development within the Resource Protection Area. The Department of Environmental Quality (DEQ) has awarded a $10,200 grant to the HRPDC to develop tools to support local governments as they incorporate the new coastal resilience provisions into their programs.

Chair McClellan thanked Mr. Crum for congratulating Norfolk on receiving $250 million in federal funding. She added that there is a state and local match of 35% involved, so in order to utilize the full $250 million, Norfolk and the Commonwealth will need to contribute $134 million.
Community Advisory Committee (CAC) Report

Ms. Terry Danaher, Chair of the Community Advisory Committee (CAC), presented the HRPDC Little Book of Big Data from 2015 and relayed the CAC’s request that the HRPDC staff prepare an update in print and online. Ms. Danaher reported many vacancies on the CAC and requested Commission Member support by encouraging their residents to apply. Ms. Danaher concluded her remarks by informing the Commission that after many years, she was stepping down from the CAC. She thanked the Commission for their support over the years.

Chair McClellan thanked Ms. Danaher for her service and efforts on behalf of the region.

*Commissioner Patrick Duhaney departed*

Consent Agenda

The Consent Agenda included the following items for consideration and approval:

- Meeting Minutes – November 18, 2021 Commission Meeting
- Treasurer’s Report – November 2021
- Fiscal Year 2022 Budget Amendment
- 2022 Regional Meetings Schedule
- Community Advisory (CAC) Appointment
- HRPDC Grant Contracts

As a quorum was not present, the consent items were deferred until the February 17, 2022 Commission meeting.

Economic Development Opportunities for the Hampton Roads Region

Mr. Crum introduced the leadership of the Virginia Economic Development Partnership (VEDP), Virginia Port Authority (VPA), and Hampton Roads Alliance (Alliance) to brief the Commission on economic development challenges and opportunities for the Hampton Roads region.

Mr. El Koubi, VEDP Interim President and CEO, began his presentation with an overview of VEDP. He described five transformational goals for Virginia that VEDP crafted with input from General Assembly leaders, the Administration, and key stakeholders.

1. Robust State Job Growth – Position Virginia to achieve a growth rate among that of the top five to ten states in the United States. Virginia’s baseline ten-year job forecast growth rank improved from #28 to #14 between 2017 and 2020. Updated forecasts that include impacts of the pandemic show Virginia returning to #20. Bold action will be required to create jobs over and above the forecasted growth.

2. Every Region Wins – Ensure that every region participates in the growth of the Commonwealth. The number of VEDP marketing regions projected for net job growth
increased from four out of 19 regions in 2017 to 12 regions in 2020. Updated forecasts indicate that 12 regions are expected to grow jobs relative to pre-pandemic levels by 2026.

3. Best State for Business – Restore Virginia to its previous leadership position near the top of the national business climate rankings. Virginia was ranked best state for business by CNBC in 2019 and 2021; however, Virginia’s average rank for major national business climate rankings continues to trail key competitors such as North Carolina.

4. Top State Economic Development Organization (EDO) – Reestablish VEDP as one of America’s most effective state EDOs. VEDP was named the most competitive state EDO in America by Site Selection in 2019. Additionally, VEDP has developed several distinct capabilities including the Virginia Talent Accelerator Program, VEDP International Trade Plan, Virginia Office of Education Economics (VOEE), the best site intelligence in the country, Virginia Economic Review, and best-in-class incentives administrations.

5. Super Collaborator – Exhibit collaboration and coordination as hallmarks of VEDP. The VEDP has dramatically improved communication, transparency, and collaboration, including the creation of a Quarterly Partner Report, prospect protocols, and post-project surveys, among other initiatives.

VEDP focuses most of its business development efforts on a set of target industries for which Virginia is competitive, including automotive, software, headquarters, aerospace, cybersecurity, life sciences, unmanned systems, wood products, data centers, business process services, supply chain management, food and beverage processing, advanced materials, and offshore wind. VEDP puts a disproportionate amount of effort into these 14 different industry sectors because these are the sectors that are going to create a significant amount of jobs and are relevant to every region in the Commonwealth.

Virginia is a great place to do business with many compelling advantages and strong elements. Strengths include Virginia’s talent; competitive, stable business climate; advanced logistics infrastructure; Mid-Atlantic location contiguous to Washington, D.C.; attractive small sites (less than 25 acres) in some regions; below-average state and local tax burdens for existing firms; diverse range of high-quality employers and headquarters; compelling workforce incentives and programs (Virginia Talent Accelerator Program and Virginia Jobs Investment Program); impressive range of relevant higher education research, and robust trade development services. Weaknesses that need to be addressed include Virginia’s meager inventory of market-ready large sites (especially those of 250+ acres); site development timeline and cost challenges due to lack of investment and topography; much smaller incentive offerings than most competing states; insufficient access to industrial-scale water and/or natural gas in some areas; heavy Machinery and Tools (M&T) tax burdens in some areas; lack of available mid-size and larger buildings; limited awareness of our assets and sites; limited marketing investments; regulatory system not optimized for predictability and speed; and limited commercialization of intellectual property relative to assets.
VEDP’s strategic plan identifies 14 strategies to be implemented over a five to ten-year period, subject to funding. The three overall categories of initiatives are enhancing Virginia’s economic competitiveness, improving VEDP’s capabilities, and cultivating target industry growth clusters.

A strong economic development budget to increase job growth and improve rankings was included in Governor Northam’s budget. The proposal includes a one-time $150 million investment to expand the Virginia Business Ready Sites Program addressing one of the most common reasons Virginia loses manufacturing and supply chain projects by preparing a handful of mega-sites and ten to 20 midsize sites across the Commonwealth, securing roughly 20,000 direct new jobs. The lack of project-ready sites and buildings has cost Virginia over 47,000 direct jobs and billions in capital investment since 2016. The budget proposal supports statewide coverage of the Virginia Talent Accelerator Program to address workforce quality and availability, which is the single most important site selection factor. The budget proposal also supports fully implementing the Virginia International Trade Plan proving timely support to an additional 300 Virginia Businesses each year (for a total of 635 per year), generating an additional approximately 5,000 trade-related jobs and diversifying Virginia’s economy.

Mr. El Koubi concluded his presentation by listing some of the opportunities that are possible in the future by working together and executing priorities, including the growing commercial space sector on the Eastern Shore; nearly ubiquitous broadband; bucking America’s rural decline trend; gigawatts of offshore wind; over $10 billion per year in data center investment; and leading America in container port capabilities, export-oriented manufacturing wins, unmanned systems, rural and small metro tech centers, computer science, data science, and human capital development.

Mr. Stephen Edwards, VPA CEO and Executive Director, presented an update on the Port of Virginia (POV) and related development.

The POV rebounded quickly from an initial decrease in March 2020 due to the pandemic. Compared to the Tourism and Hospitality & Leisure industries, the transportation industry as a whole provided stability within the Commonwealth. The POV is related to one in ten jobs within Virginia. Compared to 2018, POV jobs increased by 10% to 436,667.

As many headlines reflect, the condition of the overall supply chain is poor and many ports across the nation are experiencing congestion. Unlike other ports around the country, the POV continues to operate with no congestion. The POV experienced its most productive year on record in 2021, successfully handling a 25% increase in cargo volume over the year before. Investments to modernize support and expand the port have paid dividends for the businesses that rely on the POV as a gateway.

The modernization of Virginia International Gateway (VIG), the major terminal in Portsmouth, was completed in 2019, and the modernization of Norfolk International Terminal (NIT) South was completed in 2020. The POV consolidated all container business into the two newly modernized terminals, and in doing so, freed up the Portsmouth Marine Terminal (PMT) to be leased to companies that will use the terminal as the staging and pre-assembly area for the components needed to develop a large-scale offshore wind farm off the coast of Virginia Beach. The $80 billion...
NIT Central Rail Yard project is scheduled to break ground in February 2022. When complete, the rail yard will be able to accommodate 65% more rail capacity to NIT. The Central Rail Yard project will be complete in 2024. Additionally, the 55-foot Channel Draft and Widening project is due to be completed in 2024. The budget proposed by the Northam Administration includes the modernization of NIT North. The total project cost is approximately $650 million with about $266 million from the General Fund. That optimization is scheduled to be completed in 2025. The Hampton Roads Bridge Tunnel expansion project is also due to be completed in 2025. All of these completed projects will result in significantly more terminal capacity, more rail capacity, wider and deeper channels, and a new Hampton Roads Bridge Tunnel.

Strategic opportunities include increases in east coast market share, development interest, volume, transfer operations, and first-in services. One year ago, the POV had zero first-in services from Asia; now there are four traveling directly to Norfolk as their first port of call. One heightened risk is inflation with increased construction and underlying lease costs. Another risk involves east coast competitors Baltimore, Charleston, and Savannah. Virginia is often losing opportunities to the south, specifically Georgia, due to a lack of port-centric development site readiness. Additionally, there is a need for improved railroad partnerships to strengthen midwest capacity.

Mr. Edwards concluded his presentation by stressing the importance of bringing supply chain business to Virginia.

Mr. Doug Smith, Alliance President and CEO, introduced Alliance Offshore Wind Director for Business Development Matt Smith and Alliance Senior Vice President for Business Development Amy Parkhurst in the audience.

Mr. Smith began his presentation with a brief overview of the Alliance and its role in the Commonwealth’s economic development model. The Alliance represents 14 localities who, with the support of over 70 private sector investors, govern and resource the organization and its regional economic development efforts. Those efforts focus on business attraction, business expansion, and business intelligence.

The Alliance was previously known as the Hampton Roads Economic Development Alliance (HREDA). The organization was in crisis as the cities of Norfolk and Virginia Beach were threatening to leave and James City County, Williamsburg, and York County did leave. HREDA followed an old model focused almost solely on business attraction while most successful regions were following different variations of a new model described by the Brookings Institution. Economic development priorities in the new model include workforce and talent, entrepreneurship, clusters and innovation, infrastructure, expansion and retention, foreign investment, sites, real estate, and business attraction. Additional changes include new leadership, new staffing, and new funding.

The work of the Alliance is guided by a Master Agreement, IBM-PLI Investment Promotion Strategy, and Revised Bylaws. The Master Agreement for Regional Economic Development was negotiated by business leaders and city managers, unanimously approved by the original localities, and outlines obligations and roles of the Alliance and the localities. The IBM-PLI
Investment Promotion Strategy established the plan for the new Alliance, and the revised bylaws reflect the new structure. The IBM Study included four headline initiatives that changed the Alliance's mission. Those recommendations were to advance competitiveness priorities through regional collaboration, implement process improvements to advance target industry development, promote Hampton Roads through strategic media and digital technology, and strengthen regional competitiveness by organizing around market intelligence.

The Alliance implemented the IBM recommendation to advance competitiveness priorities through regional collaboration through multiple programs, including the 757 Recovery & Resilience Action Framework, Hampton Roads Infrastructure Coalition, Build Back Better Regional Challenge, and Regional Energy Master Plan Grant from GO VA as well as the return of the Greater Williamsburg Partnership and the rejoining of James City County, Williamsburg, and York County.

The IBM recommendation to implement process improvements to advance target industry development was implemented through enhanced business recruitment and retention, industry feasibility analyses, a lead generation program, and business retention and expansion. Throughout 2021, the marketing consultant PM&P deployed communication to a total of 32,744 companies in target industries through direct marketing and trade shows. This broad outreach led to 685 qualified meetings and 801 requests from companies to reengage at a later date. In 2021, PM&P approached 13,900 companies from defined target sectors in connection with participation in 27 trade shows, resulting in 240 qualified meetings. Furthermore, 286 additional companies with concrete potential for mid- and long-term expansion plans requested to be contacted again in the future. The expansion of PM&P's lead generation activities, coupled with the offshore wind industry development activities, resulted in new project leads doubling compared to the previous two years. Additionally, many companies that had been unable to make travel arrangements to visit the region in 2020 were finally able to tour Hampton Roads sites in person. Through its Business Retention and Expansion program, the Alliance strives to market the region effectively, grow existing industries and positively influence new job creation, and collect data to identify trends and challenges in the private sector.

Since the Alliance opened the Virginia Offshore Wind Landing in 2021, 20 offshore wind energy and supply chain development companies from around the world have joined as members. Other Alliance offshore wind activities in 2021 included a regional supply chain study, business readiness, matchmaking activities, meetings with high-level elected leaders and officials interested in learning about Virginia's leadership in offshore wind, a VIP weekend that brought leading national and international companies to Hampton Roads, trade shows and a trade mission to Europe.

Dominion Energy has partnered with the Alliance to host Workforce Wednesdays and Friday Forums. These Coastal Virginia Offshore Wind (CVOW) information sessions are geared toward businesses and potential suppliers. A panel of representatives from Dominion Energy’s major CVOW project team participate in these webinars to discuss the supply chain, contracting requirements, and the available opportunities for Virginia businesses. Mr. Smith urged Commission members to attend these forums.
The Alliance has implemented the IBM recommendation to promote Hampton Roads through strategic media and digital technology through rebranding and targeted advertising. The Alliance hired Sway Creative Labs, a full-service advertising, marketing, and digital media firm. Sway is a local firm with significant experience in the region. For example, a few of Sway’s clients include Sentara, Ferguson Enterprises, and Port of Virginia.

The Alliance implemented the IBM recommendation to strengthen regional competitiveness by organizing around market intelligence through site readiness; a diversity, equity, and inclusion economic review; a Mangum Study for Offshore Wind Impact; a PM&P Study for Offshore Wind; WDGC Office Study; a SIR Survey regarding COVID impacts; a Robotics Hub Capacity Study, and a Regional Energy Assessment. The Alliance’s goal for 2021 was to complete 150 total assists, or 117% of the goal, by the end of the year.

The Alliance will focus future efforts around four pillars, including regional collaboration, target industry development, promoting Hampton Roads, and market intelligence. The Alliance will continue to advance and facilitate the 757 Framework and drive progress on maritime pillars from the Build Back Better Regional Challenge. Industry development will include engaging businesses related to priority clusters, including unmanned systems, robotics, cybersecurity, and renewable energy. In terms of promoting the region, the Alliance will continue their Every Business Needs an Ally campaign as well as work with the CAOs on submitting a regional marketing plan proposal. Market intelligence will include continued efforts on a Regional Energy Assessment and a Regional Industrial Site Development strategy.

The Offshore Wind Supply Chain and Workforce Development Fund was not included in Governor Northam’s proposed budget. Senator L. Louise Lucas, Delegate Terry Kilgore, and Delegate Robert S. Bloxom, Jr. are each putting forward budget amendments regarding the supply chain component. There are many opportunities for potential workforce funds and efforts are underway to augment those existing items. For example, the Hampton Roads Workforce Council has a program in the budget named HR Strong, which is about maritime training but includes an offshore wind component.

*Commissioner Debbie Ritter departed*

Chair McClellan thanked Mr. El Koubi, Mr. Edwards, and Mr. Smith for their presentations.

Chair McClellan announced that the 2022 Leadership Exchange is scheduled to be held June 22 to June 25 in Charlotte, North Carolina. She asked that Commission members mark their calendars.

*Ms. Terry Danaher departed*

Chair McClellan asked Mr. El Koubi if he had any comments regarding lessons learned in Louisiana as it relates to flood mitigation.
Mr. El Koubi said there are significant opportunities to develop distinctive coastal adaptation capabilities in Hampton Roads that can then be exported to other markets around the country and ultimately potentially around the world.

Mr. Crum referenced the congestion at the west coast ports and asked Mr. Edwards what percentage of cargo from the west coast migrates east of the Mississippi River.

Mr. Edwards answered that at least 50% of the cargo arriving in Los Angeles and Long Beach ends up east of the Mississippi River. He said winning only a few percentage points of this market would present an enormous opportunity. He stated that compared to New York and Savannah, Virginia has the best maritime advantage in terms of the best harbor, soon-to-be deepest and widest channels, and the best possible neighbor in the United States Navy. However, he indicated that landside development needs improvement.

Commissioner Sheila Noll asked Mr. Edwards to expand upon the improved railroad opportunities he mentioned in his presentation.

Mr. Edwards responded that the transit freight opportunity carries from POV into the Ohio Valley and Midwest.

Mr. Crum commented that Surry County is looking for ways to generate job creation interests. He asked Mr. Edwards if there are potential opportunities for Surry County, and other localities with strategic sites available along the river, to serve as smaller ports where goods can be delivered.

*Commissioner Randy Wheeler departed*

Commissioner Robert Elliott added that one of the resources that Surry County can offer is land. Positioned between POV and Richmond Marine Terminal, Surry County could potentially be used to secure cargo. He referenced connections to Interstate 64, Interstate 95, and U.S. Route 460 as well as strategic planning conversations with James City County regarding workforce and transportation.

Mr. Edwards indicated that in order to succeed, any additional river terminals would need to be part of an integrated plan based on the proximity of the potential facility to an existing surrounding distribution supply chain. He added that there are many places in Hampton Roads where integrated barge operations could succeed.

**Dedicated Funding Source for Flood Mitigation Projects**

Mr. Crum stated that funding for flood mitigation projects is going to continue to be a substantial challenge not only for the Hampton Roads region but for the entire Commonwealth of Virginia.

Mr. Crum reported that at the January Chief Administrative Officers (CAO) Committee meeting, the CAOs discussed the threat that flooding presents for the Hampton Roads region and the need for the Commonwealth to ensure a reliable funding source to assist local governments with their efforts to invest in flood prevention projects. The CAOs noted the tremendous assets in Hampton
Roads that are threatened by this flooding, including nationally significant military facilities, the Port of Virginia, and the region’s tourism industry. The Committee also noted the importance of having a dedicated funding source at the state level to leverage potential funding opportunities that are anticipated from the federal infrastructure package. The cost to address needed flood prevention projects is substantial and beyond the funding means of local governments. In addition, recent experiences continue to demonstrate that these flooding challenges are being experienced across the Commonwealth. At the conclusion of this discussion, the CAOs reached a consensus recommending that the HRPDC take action to request that the Commonwealth of Virginia establish an adequate, reliable, and continuous funding source to address flood prevention projects in the Commonwealth of Virginia.

Mr. Crum presented the following guiding principles of the request:

- The challenge of flooding is a statewide issue that is threatening the economic prosperity and quality of life for urban and rural communities across the Commonwealth of Virginia.

- Preliminary cost estimates for projects to address this statewide challenge are as high as $40 billion and are beyond the financial means of local governments.

- Failure to fund and advance these projects has the potential to threaten the bond ratings of local governments thereby impacting their ability to borrow money and finance needed public services, facilities, and projects.

- Flooding also poses substantial threats to our military facilities, Port of Virginia, supply chain network, and tourism industry.

- The criticality of this issue was recently demonstrated in the City of Virginia Beach, where 75% of voters approved a bond referendum to provide over $500 million of funding in support of flood mitigation projects in this city.

- A dedicated funding stream is needed to support the process through the continuum of project development, from planning, project identification/prioritization, design, and construction.

- A dedicated statewide funding source, with a process that ensures accountability and oversight, can be used to match/leverage federal infrastructure funding resulting in cost savings for state and local governments.

- But we must act now, the cost of these projects will continue to escalate over time.

- The HRPDC unanimously requests that the Commonwealth of Virginia establish an adequate, reliable, and continuous funding source to support flood prevention projects in the Commonwealth of Virginia.

Mr. Crum asked if the CAOs in attendance had any additional comments.
Commissioner Mary Bunting added that characterizing this request as flood prevention efforts allows the inclusion of the entire state into the endeavor. While other parts of the state may not have coastal resiliency issues, many have flooding issues.

Chair McClellan agreed. She indicated that the Commission could not take action as a quorum was not present and asked Mr. Crum for a suggestion on how to proceed.

Due to the time-sensitive nature of the request, Mr. Crum suggested he and Chair McClellan co-sign the letter. He requested that the Commission members in attendance express any concerns with this approach.

Commissioner John McGlennon stated he did not have a concern and considers this a worthwhile project to move forward with, but he asked if there was a suggested source of revenue.

Mr. Crum responded that the CAO Committee suggested that the HRPDC identify the need, distribute the guiding principles, and express openness to state proposals regarding the approach.

Commissioner Chris Price added that the CAO Committee did not want this request to come across as adversarial.

Chair McClellan advised moving forward with the request.

Mr. Crum said this appeal will be presented from an overall regional perspective but requested that the CAOs also submit more specific locality requests that reference the guiding principles.

*Commissioner Courtney Doyle departed*

**General Assembly Update**

Mr. Crum updated the Commission on the current General Assembly session and stated that the HRPDC is monitoring approximately 15 different bills between transportation and HRPDC items. He highlighted a few of these bills for Commission member information.

As part of the regional legislative priorities, the Commission requested the Commonwealth of Virginia form a Commonwealth Flood Board. Mr. Crum reported that Delegate Cliff Hayes submitted House Bill (HB) 602, which would create the Commonwealth Flood Board. Mr. Crum commented that some details are still being considered but requested that all HRPDC localities offer support of the bill.

Mr. Crum referenced weekly calls with the local Legislative Liaisons and commended their efforts.

Mr. Crum reported that Delegate David Bulova and Senator David Marsden introduced budget amendments seeking a one-time increase of $30,000 per Planning District Commission in next year's budget for technical support related to the American Rescue Plan Act (ARPA) and the
 infrastructure program funds. Mr. Crum stated that once these budget amendments are assigned numbers, HRPDC localities will be asked to offer support.

In 2020, the General Assembly created a series of taxes to generate approximately $30 million per year as the first dedicated transit funding source for Hampton Roads. Two bills have been introduced, HB 978 and Senate Bill (SB) 363, that remove $20 million to $30 million provided through the statewide recordation tax. The region is opposing HB 978 and SB 363.

In addition, HB 297 and HB 1059 would suspend the regional gas tax. The regional gas tax is one of the funding streams being used to fund over $5.8 billion of regional transportation projects. VDOT relies on HRTAC funding to construct and deliver the regional priority projects, and the primary effect of a one-year interruption is the shortfall in a vital funding stream that supports HRTAC’s funding plan and key debt issuances. He noted that if the regional fuels tax revenue is not replaced during the suspension period with an uninterrupted alternate funding source, HRTAC’s credit ratings may be adversely affected. The region is opposing HB 297 and HB 1059.

*Commissioner Carol Steele departed*

Chair McClellan added that the City of Norfolk is supporting SB 520, which deals with the motion picture production tax credit. There is currently a tax credit that is set to expire in 2026. This bill would essentially eliminate the expiration, increase the amount available yearly from $6.5 million to $15 million, and extend the credit to a wide variety of production content.

**Three-Month Tentative Schedule**

Chair McClellan noted that the next Commission meeting was scheduled for February 17, 2022.

**Advisory Committee Minutes**

Minutes of the HRPDC Advisory Committee meetings approved since the last Commission meeting were provided for information purposes.

**Technical Committee Summaries**

Summaries of the HRPDC Technical Committee meetings held since the last Commission meeting were provided for information purposes.

**For Your Information**

The following item was included in the agenda for information purposes:

- **HRPDC Receives Grant from DEQ** – The Chesapeake Bay Preservation Area (CBPA) Designation and Management Regulations were amended to specifically allow climate change adaptation measures within the CBPA and require climate change impacts to be considered for land development within the Resource Protection Area. The Department of
Environmental Quality (DEQ) has awarded a $10,200 grant to the HRPDC to develop tools to support local governments as they incorporate the new coastal resilience provisions into their programs.

Old/New Business

There was no old or new business.

Adjournment

With no further business to come before the Commission, the meeting adjourned at 2:09 p.m.

______________________________  ________________________________
Andria P. McClellan             Robert A. Crum, Jr.
Chair                           Executive Director/ Secretary
We have two major crises in this country, environmental degradation and social inequity. The two are related because those who are most impacted by environmental devastation are often the historically economically disadvantaged in low-income communities. National and state legislators recognize the intersectionality of environmental, racial, and economic justice and are seeking solutions that mutually support people who are disadvantaged and the planet which is being ravaged without being blinded by green energy profits derived from economic growth that will tend to favor the already economically comfortable. This is why President Biden’s Executive Order 14008 was promulgated. It established the Justice40 Initiative, which aims to allocate 40% of all federal climate investments to disadvantaged communities around the country. This is also why our state legislators passed the Virginia Clean Economy Act, which directed Dominion Energy to submit a plan to the State Corporation Commission (SCC) that will provide offshore wind priority hiring from Dominion and its offshore wind suppliers to veterans, local workers, and workers from historically economically disadvantaged communities. Unfortunately, Dominion’s plans sent to the SCC woefully misses the mark and will be challenged during the May SCC hearings by people I represent and others. There are no diversity hiring benchmarks in the Dominion’s plan and consequently no accountability for Dominion and its suppliers. This takes us to the HRPDC legislative priority that the General Assembly establish the Offshore Wind Supply Chain and Workforce Development Fund. Last July, a Hampton Roads Alliance two-part proposal was presented here asking for state funding 1) to provide grants to adjacent supply chain candidates and 2) provide funding to the workforce development system to prepare disadvantaged community members for offshore wind employment. Like Dominion’s plan the Hampton Roads Alliance offshore wind supply chain request did not, at least explicitly, link funding of supply chain candidates with the candidates agreeing to meet diversity hiring benchmarks. If this body’s members truly are interested in using our offshore wind opportunity to alleviate the opportunity in wealth gaps in Hampton Roads, the supply chain proposal should stipulate diversity hiring metrics for candidate supply chain companies receiving grant money.
# FISCAL YEAR 2021
12/31/21
STATEMENT OF REVENUES AND EXPENDITURES
50% OF FISCAL YEAR COMPLETE

## REVENUES

<table>
<thead>
<tr>
<th>Annual Budget</th>
<th>Previous YTD</th>
<th>Current Month</th>
<th>YTD</th>
<th>% Received/Expended</th>
</tr>
</thead>
<tbody>
<tr>
<td>State PDC Revenue</td>
<td>$165,943</td>
<td>-</td>
<td>$82,972</td>
<td>$82,972</td>
</tr>
<tr>
<td>DEQ</td>
<td>336,700</td>
<td>53,557</td>
<td>9,900</td>
<td>63,457</td>
</tr>
<tr>
<td>Housing DHCD/ Portsmouth/ Chesapeake/IoW</td>
<td>$1,014,186</td>
<td>113,097</td>
<td>42,506</td>
<td>155,603</td>
</tr>
<tr>
<td>Water Quality Assessment</td>
<td>467,502</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>VDEM</td>
<td>1,135,822</td>
<td>44,245</td>
<td>-</td>
<td>44,245</td>
</tr>
<tr>
<td>Local Jurisdiction Membership Dues</td>
<td>1,469,744</td>
<td>748,468</td>
<td>1,143,112</td>
<td>750,246</td>
</tr>
<tr>
<td>Local Jurisdiction Programs</td>
<td>1,843,187</td>
<td>113,097</td>
<td>38,023</td>
<td>1,181,135</td>
</tr>
<tr>
<td>HRMFFA</td>
<td>25,000</td>
<td>10,194</td>
<td>-</td>
<td>10,194</td>
</tr>
<tr>
<td>HR Economic Development Site Readiness</td>
<td>711,440</td>
<td>126,242</td>
<td>-</td>
<td>126,242</td>
</tr>
<tr>
<td>JLUS</td>
<td>125,000</td>
<td>-</td>
<td>238,997</td>
<td>238,997</td>
</tr>
<tr>
<td>MIR - Installation Resilience</td>
<td>480,887</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Solid Waste Planning Unit</td>
<td>20,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Southside Network Authority</td>
<td>32,000</td>
<td>6,749</td>
<td>4,160</td>
<td>10,908</td>
</tr>
<tr>
<td>SALES, INTEREST &amp; MISC</td>
<td>15,200</td>
<td>7,980</td>
<td>-</td>
<td>7,980</td>
</tr>
<tr>
<td>VDOT-PL SEC 112</td>
<td>3,344,641</td>
<td>424,808</td>
<td>50,333</td>
<td>475,141</td>
</tr>
<tr>
<td>HRTAC</td>
<td>261,900</td>
<td>72,358</td>
<td>33,682</td>
<td>106,040</td>
</tr>
<tr>
<td>HRTAC - SEIS Feasibility Study</td>
<td>2,909,149</td>
<td>386,697</td>
<td>-</td>
<td>386,697</td>
</tr>
<tr>
<td>VDRPT 5303/ Pass Through</td>
<td>804,406</td>
<td>88,135</td>
<td>-</td>
<td>88,135</td>
</tr>
<tr>
<td>SP&amp;R</td>
<td>72,500</td>
<td>38,804</td>
<td>-</td>
<td>38,804</td>
</tr>
<tr>
<td>Special Contracts/Deferred/Pass Through</td>
<td>1,213,666</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**Total Revenue**

| $16,448,873 | $3,264,443 | $502,350 | $3,766,793 | 23% |

## EXPENDITURES

<table>
<thead>
<tr>
<th>Annual Budget</th>
<th>Previous YTD</th>
<th>Current Month</th>
<th>YTD</th>
<th>% Received/Expended</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERSONNEL</td>
<td>$5,161,195</td>
<td>$1,601,050</td>
<td>$288,994</td>
<td>$1,890,044</td>
</tr>
<tr>
<td>STANDARD CONTRACTS</td>
<td>258,113</td>
<td>6,804</td>
<td>-</td>
<td>6,804</td>
</tr>
<tr>
<td>SPECIAL CONTRACTS/PASS THROUGH</td>
<td>10,608,261</td>
<td>1,161,273</td>
<td>249,975</td>
<td>1,411,248</td>
</tr>
<tr>
<td>OFFICE SERVICES</td>
<td>421,304</td>
<td>66,524</td>
<td>19,840</td>
<td>86,364</td>
</tr>
<tr>
<td>INDIRECT COSTS</td>
<td>-</td>
<td>502,818</td>
<td>90,760</td>
<td>593,578</td>
</tr>
</tbody>
</table>

**Total Expenses**

| $16,448,873 | $3,338,468 | $649,569 | $3,988,037 | 24% |

**TOTALS**

| $ - | $ (74,025) | $ (147,219) | $ (221,244) | * |

*HRTPO grants operate on a quarterly reimbursement basis; as such the total YTD does not reflect the commission's current financial position.*

*Attachment 6C*
# CY 2022 Hampton Roads Regional Meetings
(January 2022 – December 2022)
HRPDC/HRTPO/HRTAC/HRMFFA

<table>
<thead>
<tr>
<th>Date</th>
<th>HRTPO 10:30 AM</th>
<th>HRPDC 12:30 PM</th>
<th>HRMFFA 10:30 AM</th>
<th>HRTAC 12:30 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 20, 2022</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>February 17, 2022</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>March 17, 2022</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>April 21, 2022</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>May 19, 2022</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>June 16, 2022</td>
<td></td>
<td></td>
<td>✓*</td>
<td>✓*</td>
</tr>
<tr>
<td>July 21, 2022</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>August 18, 2022</td>
<td>No Meetings Currently Scheduled</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>September 15, 2022</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>October 20, 2022</td>
<td>✓*</td>
<td>✓*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>November 17, 2022</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>December 15, 2022</td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

*Annual Meeting*
Summary Minutes of the HRPDC/HRTPO Community Advisory Committee (CAC) Meeting
December 9, 2021

The December 9, 2021 meeting of the Hampton Roads Planning District Commission (HRPDC)/Hampton Roads Transportation Planning Organization (HRTPO) Community Advisory Committee (CAC) was called to order by the CAC Chair Terry Danaher at 12:05 PM in the Board Room of the Regional Building located at 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

CAC Members in Attendance:
Terry Danaher, Chair (PO) Christian Strange (NO)
Carlton Hardy, Vice-Chair (NN) Mark Geduldig-Yatrofsky (PO)
Cecil Jenkins (CH) Dianna Howard (VB)
John Kish (CH) Shawnta Howard-Spence (VB)
Jim Bowie (HA) Brad Martin (VB)
Cynthia Taylor (IW) Delceno Miles (VB)
Lamont Curtis (NN)

CAC Members Absent:
Susan Archer (CH) Jay Leach (VB)
Robert Carter (CH) Scott MacFarlane (VB)
Henry Branscome (JCC) Waverly Woods (VB)
Garry Harris (PO)

HRPDC/HRTPO Staff:
Robert A. Crum, Jr. Robert Cofield
Keith Cannady Joseph Turner
Pavithra Parthasarathi

Other Patricipants:
Bruce Duvall (VDOT) Todd Halacy (VDOT)
Angela Effah-Amponsah (VDOT) Eric Stringfield (VDOT)

Approval of Agenda

Chair Terry Danaher asked for a motion to approve December 9, 2021, CAC Meeting Agenda as presented.

Mr. Jenkins made a motion to approve the agenda as presented; seconded by Ms. Miles. The Motion Carried.
Public Comments

A. Public Comment Period

Chair Danaher invited members of the public to address the CAC. There were no in-person requests to provide public comment.

B. Submitted Public Comments

Mr. Robert A. Crum, Jr., HRPDC/HRTPO Executive Director, reported that there were no submitted public comments.

Summary Minutes

Ms. Danaher referred CAC members to the series of meeting minutes included with the agenda distribution:

A. Summary Minutes of the March 11, 2021, CAC Meeting
B. Summary Minutes of the June 10, 2021, CAC Meeting
C. Summary Minutes of the September 23, 2021, CAC Meeting
D. Summary Minutes of the October 14, 2021, CAC Meeting

Ms. Danaher noted that there is a quorum of CAC members in attendance at today's meeting, and thus the Summary Minutes of these four meetings can be considered for approval. She asked that the spelling of her first name be corrected in the September 23 Summary Minutes. Mr. Crum advised that the meeting minutes could be approved with a single motion, second, and vote.

Mr. Taylor made a motion to approve the minutes as presented for the March 11, 2021, June 10, 2021, and October 14, 2021 meetings and as corrected for the September 23, 2021 meeting; seconded by Mr. Bowie. The Motion Carried.

Elizabeth River Crossing (ERC) Toll Agreement

Mr. Crum indicated that he would brief the CAC members on the Elizabeth River Crossing (ERC) Agreement, provide historical background information on this Agreement, review the impact it has on our region, and discuss recent efforts to take steps to mitigate the impact of these tolls. He referenced a handout that was provided to each CAC member and noted that he would use this handout as talking points for this briefing. He noted that he was interested in the CAC’s input and guidance on future steps that should be taken to address this agreement.

As general background information, Mr. Crum noted that in 2011, an Agreement was signed between Skanska, USA, Macquarie, and the Commonwealth of Virginia to build the Downtown and
Mid-Town Tunnels and Martin Luther King Extension to I-264. This Agreement runs through the year 2070 and is referred to as the ERC Agreement.

Mr. Crum noted that the cost of these projects was $2.16 billion. Neither the Hampton Roads Transportation Planning Organization (HRTPO) nor the local governments were party or signatory to this Agreement. Under the ERC Agreement, the ERC was responsible to finance, build, operate, and maintain the facilities during the term of the Agreement. The Virginia Department of Transportation (VDOT) retained ownership and oversight of the tunnels.

Mr. Crum noted that the Agreement was established through the year 2070, with an annual toll increase of 3.5 % permitted as part of the agreement. The ERC sets toll rates per the formula, instructions, and table included in the Toll Rate Schedule (Exhibit J of the Agreement). Annual rates are then reviewed by VDOT to ensure compliance with the Agreement. Current toll rates for the ERC facilities with and without transponder accounts are as follows:

<table>
<thead>
<tr>
<th></th>
<th>With Transponder</th>
<th>Without Transponder</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cars</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off-peak</td>
<td>$1.85</td>
<td>$5.54</td>
</tr>
<tr>
<td>Peak</td>
<td>$2.33</td>
<td>$6.02</td>
</tr>
<tr>
<td><strong>Trucks (including port trucks)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off-peak</td>
<td>$5.54</td>
<td>$9.23</td>
</tr>
<tr>
<td>Peak</td>
<td>$9.29</td>
<td>$12.98</td>
</tr>
</tbody>
</table>

Assuming an inflation rate of 3.5%, the toll rate in 2072 for a one-way off-peak journey using a transponder will be about $11, as compared to $1.85 today. Mr. Crum referenced an April 11, 2012 article in the Virginia Pilot, noting that the concessionaire could collect as much as $21 billion in tolls (mostly from local users) over the term of the Agreement.

Mr. Crum explained that the HRTPO staff used StreetLight data from 2018 to determine trip ends for passengers using the Downtown and Mid-Town Tunnels and how they were distributed across the Southside localities, as well as the corresponding poverty rate using Census 2019 1-year estimates. This information showed the following:

<table>
<thead>
<tr>
<th>City</th>
<th>% of Trips Using DT and MT Tunnels</th>
<th>Poverty Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portsmouth</td>
<td>31.0%</td>
<td>19.2%</td>
</tr>
<tr>
<td>Norfolk</td>
<td>31.0%</td>
<td>17.9%</td>
</tr>
<tr>
<td>Virginia Beach</td>
<td>13.0%</td>
<td>6.8%</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>12.0%</td>
<td>8.0%</td>
</tr>
<tr>
<td>Suffolk</td>
<td>8.0%</td>
<td>8.4%</td>
</tr>
<tr>
<td>Other</td>
<td>3.8%</td>
<td>—</td>
</tr>
<tr>
<td>Newport News</td>
<td>1.2%</td>
<td>14.8%</td>
</tr>
</tbody>
</table>
Mr. Crum continued by reviewing concerns regarding the Compensation Events described in the Agreement. Per the Agreement, ERC has the right to receive compensation for financial damages resulting from improvements to Alternate Facilities. ERC damages are based on the difference in the projected cost and revenue related to the project immediately prior to the occurrence of the Compensation Event after taking into account the impact of the Compensation Event. ERC damages are determined by completing a Traffic and Revenue Analysis and considering the Net Cost Impact or Net Revenue Impact Analysis.

Mr. Crum noted that the ERC Agreement defines Alternative Facilities which trigger the compensation event. Some of these projects are currently under construction and are being funded through the Hampton Roads Transportation Accountability Commission (HRTAC) with local/regional tax dollars to address critical congestion problems:

- Construction of additional general purpose lanes on Interstate 64, including the High Rise Bridge, between I-464 and Bowers Hill (currently under construction with High Occupancy Toll Lanes)
- Expansion of the Hampton Roads Bridge Tunnel (currently under construction with High Occupancy Toll Lanes)
- Construction of Patriots Crossing/Hampton Roads Third Crossing or any other crossing of the James River between the HRBT and Monitor Merrimac Memorial Bridge Tunnel.
- Construction or capacity expansion of any other facility owned or operated by VDOT that crosses the Elizabeth River or the Southern Branch of the Elizabeth River north of I-64.

As noted above, the HRBT/I-64 and I-64 Southside/High Rise Bridge improvement projects are under construction and are being supported by a regional gas tax and sales and use tax managed through HRTAC and its partner localities. Each of these projects is of national significance due to its importance to the region’s military facilities and the Port of Virginia.

Mr. Crum noted that in December 2020, an announcement was made about the sale of the ERC assets to Abertis and Manulife Investment Management. Abertis is a Spanish toll company that operates approximately 5,000 miles of toll roads in 16 countries. Manulife Investment Management participated on behalf of John Hancock Life Insurance Company. The sale required and received State consent. The asset(s) were sold to Abertis and Manulife for a total of $2.3 billion ($625 million to Skanska, $625 million to Macquarie, and $1.13 billion in debt for a total of $2.3 billion).

Mr. Crum briefed the CAC on a recent announcement that was made by Governor Northam regarding an expansion of the low income toll relief program for users of the ERC facilities. He noted that the HRTPO formed an ERC Task Force to work to develop solutions to mitigate the impact that the ERC tolls were having on our region, particularly in the Cities of Portsmouth and Norfolk. He noted that Mayors and elected officials from throughout the region supported efforts to mitigate the impacts of these tolls, and he was pleased with this regional cooperation. He thanked Ms. Danaher for her participation and efforts in the ERC Task Force. Mayor Tuck from Hampton, Mayor Glover from Portsmouth, Senator Lucas, Delegate Scott, and others joined Governor Northam on November 15 in announcing an expansion of the low income toll assistance program. This program will be
expanded from $500,000 per year to $3.2 million per year. In addition, the current program requires drivers to use the tunnel a certain number of times per month before the toll assistance begins, this requirement will be eliminated. Mr. Crum noted that residents who make less than $30,000 per year could save up to $650 per month through this program.

He asked the CAC members for their questions and input. Several members expressed questions and comments including the following:

- How will eligible residents be able to sign up for and participate in the toll relief program? Mr. Crum noted that the ERC will promote the program and residents will need to register to participate in the program.

- Can businesses participate in the toll assistance program? Mr. Crum noted that it is his understanding that the program is focused on residents rather than businesses.

- Members asked questions regarding the compensation events.

- The CAC stressed the significant impacts that the ERC Agreement and tolls continue to have on our region.

- The expansion of the low income assistance program is a positive step, but members agreed with Mr. Crum that more needs to be done to address this issue.

Mr. Crum thanked the CAC members for their input on this topic.

**Regional Fiber Ring Update**

Mr. Crum introduced this item by noting that the HRPDC has endorsed a regionally interconnected fiber network that will interconnect with the subsea cables that have come ashore in Virginia Beach and spread this ultrafast service across the region’s 17 local governments. He presented a PowerPoint presentation with maps and graphics to illustrate this proposed regional plan. He noted that this effort has the potential to decrease internet service costs, create a foundation for smart regional approaches to address challenges and opportunities and assist in strengthening the Hampton Roads economy.

Mr. Crum noted that Phase I of this Regional Fiber Network will be the construction of the southside fiber ring which will interconnect the five southside cities of Chesapeake, Norfolk, Portsmouth, Suffolk, and Virginia Beach. He explained that future phases will extend to the Peninsula and then move westward to interconnect the entire Hampton Roads region.

Mr. Crum noted that the Southside Network Authority was established to provide oversight for the first phase of the effort, which is the construction of the southside fiber ring. The Authority has completed design and engineering work for the southside ring, and the estimated construction cost is about $24 million. He noted that the Authority is nearing the completion of a two-pronged procurement process. Several bids were received for construction of the fiber ring, with two coming
in at or below the $24 million cost estimate. In addition, the Authority also completed a process for the receipt of Public/Private Partnership or P3 proposals. The Authority has decided to enter into negotiations for the construction bids, as well as beginning discussions on a P3 arrangement for the marketing and operation of the system. The fiber ring/network would be owned by the Authority.

Mr. Crum noted that this project has received regional endorsement. He noted that financing is being finalized and that he expected that construction could begin on this fiber network in calendar year 2022. He requested any comments or input from the CAC members.

CAC members discussed the information presented and offered the following questions/comments:

- Members asked how this service would be delivered to residents’ homes. Mr. Crum noted that the regional fiber network would be a middle-mile dark fiber network that would be owned by the Authority. Internet service providers would ride the fiber network and would then be responsible for providing the last-mile service to residents and businesses.

- Concerns were raised about the current cost of broadband service in our region and how this project would address this issue. Mr. Crum explained that a major goal of the fiber ring was to encourage more competition among internet service providers in the marketplace. He noted that our goal is to have several internet service providers using the ring which would create competition and lower price points.

- Questions were raised about public-private partnerships and how the region would avoid some of the problems experienced with P3 arrangements in the past. Mr. Crum noted that the Authority will own the fiber network. The construction contract will only be for the build of the fiber ring. If a P3 is established for the marketing and maintenance of the ring, it is important to note that the Authority will still maintain ownership and that the Authority Board will be the decision-making authority.

- Many areas of our region are rural, low density areas where there is not a strong business case for broadband service to be provided. How do we address these areas? Mr. Crum noted that the Virginia Telecommunication Initiative (VATI) focuses on last-mile broadband service to rural areas. He explained that the HRPDC recently assisted Isle of Wight County, Southampton County, and the city of Suffolk with a VATI grant, and is pleased to announce that over $22 million was awarded to support last-mile service to rural areas in these localities. This system will eventually be able to connect into the southside fiber ring to provide an interconnected network.

- CAC members stressed the need for public involvement as this effort moves forward. A recommendation was made that a public meeting be held to explain this project and request feedback. Mr. Crum indicated that he would share this input with the Authority leadership.

There being no further comment, Mr. Crum and Ms. Danaher thanked the CAC members for their discussion and comments.
Air Terminal Interchange (ATI)

Ms. Angela Effah-Amponsah, Assistant District Planner, VDOT Hampton Roads District, started the briefing by providing an overview of the project’s background, timeline, current work progress, environmental review, and the path forward.

Ms. Effah-Amponsah noted that Public Law 106-65, Section 2858 of the FY2000 National Defense Authorization Act called for the Commonwealth to work with the Secretary of the Navy to construct an interchange on I 564 providing improved access to the new air terminal at Naval Air Station. The Interstate Access Study, completed in 2002, identified the first location for the ATI. Since this study, the project timeline has included the following: a new purpose and need established in 2012; a fatal flaw analysis to determine the new location along with the initiation of the Interchange Justification Report (IJR) and subsequent identification of a preferred concept (2013 – 2015); and the re-initiation and completion of the IJR in 2020.

Mr. Bruce Duvall, Assistant District Engineer for Project Development, VDOT Hampton Roads District, then elaborated on the IJR's recommended Alternative of a grade-separated elevated facility spanning both eastbound and westbound lanes of I-564 Intermodal Connector (IMC) with an estimated project cost of $150-$160 million. The high project cost necessitated VDOT re-evaluating interim solutions that address funding challenges, and meet current needs while also ensuring that future facility needs are addressed.

The result of this effort is an interim at-grade signalized concept at the West and East intersections that enables multi-directional traffic flow and provides access to the major highways (I-64/I-564), local arterials, critical Naval facilities, and Port infrastructure. The at-grade intersection concept does not preclude future improvements and results in a substantial cost savings of approximately $100 million. The east intersection costs approximately $35-$40 million, and the west intersection costs approximately $15-$20 million resulting in a total cost of approximately $40-$60 million.

Mr. Duvall noted that the major stakeholders, including the U.S. Navy, City of Norfolk, Virginia Port Authority, Norfolk Southern Railroad/ Norfolk – Portsmouth Belt Line Railroad, have been briefed on this effort. VDOT is using current funding of $10 million to enhance design on the interim east and west at-grade intersections while looking for funding opportunities to advance this project. Mr. Duvall expects the Preliminary Field Inspection plans to be wrapped up in Summer 2022.

Several members expressed questions and comments, including the following:

- Connectivity to Hampton Boulevard and the movement of trucks
- Impact on Rail movement in the vicinity of the at-grade intersections
- Liabilities relating to Sea Level Rise
- Effects of project advancement as it relates to Base Realignment and Closure Act (BRAC)

Next Meeting

Ms. Danaher noted that the next meeting of the CAC will be held on February 10, 2022.
CAC Leadership Transition

Ms. Danaher and Mr. Crum discussed a leadership transition for the CAC. Both Ms. Danaher (CAC Chair) and Mr. Carlton Hardy (CAC Vice-Chair) have served for approximately ten years, and both have indicated an interest in stepping down to allow new participation in the CAC. Ms. Danaher noted that per the CAC Bylaws, the HRPDC/HRTPO staff and the CAC leadership recommend a new Chair to the HRPDC and HRTPO Boards. Based on his experience with the CAC and various regional issues, it is recommended that Mark Geduldig-Yatrofsky from Portsmouth be appointed as the new CAC Chair by the HRPDC and HRTPO Boards. Ms. Danaher will announce her resignation from the CAC at the January HRPDC and HRTPO Board meetings, and Mr. Geduldig-Yatrofsky will begin his tenure as Chair at the February meeting.

The CAC membership is responsible for appointing the next CAC Vice-Chair. Ms. Danaher asked CAC members to think about potential candidates, and to be prepared to make a nomination and appointment at the February CAC meeting.

Mr. Crum thanked Ms. Danaher and Mr. Hardy for their service to the CAC. He also noted that staff would reach out to the localities asking for appointments to the CAC to fill vacant positions. He noted that an emphasis should be placed on diversity in age, race, ethnicity, and geography when these appointments are made.

Old/New Business

Mr. Hardy shared with the CAC the Little Book of Big Data which was prepared by the HRPDC about seven years ago. He noted that he found this an excellent source of data about our region which could be fit in a coat pocket and referenced in a quick and efficient manner. He shared that when he worked to advocate for arts and cultural investments at the General Assembly, he often referred to this excellent pocket guide as a source of data and information. He suggested that the CAC ask the HRPDC staff to update and re-publish this resource.

Mr. Crum concurred with this recommendation.

Adjournment

With no further business to come before the CAC, the meeting adjourned at 2:03 PM.
January 6, 2022

Mr. Robert A. Crum  
Executive Director  
Hampton Roads Planning District Commission  
723 Woodlake Drive  
Chesapeake, VA 23320

Dear Mr. Crum,

The Gloucester County Board of Supervisors held its annual organizational meeting on January 4, 2022. At that meeting, Mr. Bazzani was reappointed to serve as the Board’s representative to the Hampton Roads Planning District Commission (HRPDC). A copy of the appointment resolution is attached for your use. His contact information remains unchanged and is below:

Phillip N. Bazzani  
(H) 804-642-5631  
8116 Little England Road  
Hayes, VA 23072  
Email: pbazzani@gloucesterva.info

If further information is needed, please let me know.

Sincerely,

Carol E. Steele  
Acting County Administrator

CES:tc  
Enclosure

cc: Phillip N. Bazzani, York District, Gloucester County Board of Supervisors
AT THE ORGANIZATIONAL MEETING OF THE GLOUCESTER COUNTY BOARD OF SUPERVISORS, HELD ON TUESDAY, JANUARY 4, 2022, AT 7:00 P.M., IN THE COLONIAL COURTHOUSE AT 6504 MAIN STREET, GLOUCESTER, VIRGINIA ON A MOTION MADE BY MR. CHRISCOE, AND SECONDED BY MR. HUTSON, THE FOLLOWING RESOLUTION WAS ADOPTED BY THE FOLLOWING VOTE:

Phillip N. Bazzani, yes;
Ashley C. Chriscoe, yes;
Kenneth W. Gibson, yes;
Michael W. Hedrick, yes;
Christopher A. Hutson, yes;
Robert J. Orth, yes;
Kevin M. Smith, yes;

HAMPTON ROADS PLANNING DISTRICT COMMISSION

WHEREAS, it has been brought to the attention of the Gloucester County Board of Supervisors that a member is needed to represent the Board on the Hampton Roads Planning District Commission; and

WHEREAS, the Gloucester County Board of Supervisors has organized its membership for the 2022 year; and

WHEREAS, the Gloucester County Board of Supervisors has considered this appointment and now wishes to act.

NOW, THEREFORE, BE IT RESOLVED by the Gloucester County Board of Supervisors that Phillip N. Bazzani is hereby appointed for the year 2022 to the Hampton Roads Planning District Commission.

A Copy Teste:

[Signature]

Carol E. Steele, Acting County Administrator
February 9, 2022

Mr. Brian S. Solis  
Office of the City Manager  
306 Cedar Road  
Chesapeake, VA 23322

Dear Mr. Solis:

I am pleased to advise you that City Council, at its meeting of February 8, 2022, appointed you to the Hampton Roads Planning District Commission, replacing Mr. Robert N. Geis. Your term begins on February 9, 2022 and continues indefinitely.

Should you have any questions, please feel free to call me or Deputy City Clerk Jenifer Freeman at 382-6151.

Sincerely,

Sandra M. Madison, MMC  
City Clerk

Enclosure

cc: City Attorney  
Commonwealth’s Attorney  
Cynthia Mulkey, Hampton Roads Planning District Commission
CERTIFICATE OF APPOINTMENT

I, Sandra M. Madison, City Clerk, City of Chesapeake, Virginia, do hereby certify that

Brian S. Solis

was appointed by Chesapeake City Council to serve on the

Hampton Roads Planning District Commission

for a term to begin February 9, 2022
and continuing indefinitely

IN WITNESS WHEREOF, I hereunto set my hand and cause the Seal of the City of Chesapeake, Virginia, to be affixed hereto this Ninth day of February, 2022.

Sandra Madison
Sandra M. Madison, MMC
City Clerk
January 19, 2022

ATTN: Andria McClellan
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, VA 23320

Dear Andria,

This letter is to officially inform you that I am retiring as CEO of Elizabeth River Crossings (ERC), effective January 21, 2022.

The decision to retire has been nearly two years in the making. Over the last nine months I’ve worked closely with ERC’s incoming CEO, Anna Bonet, to prepare her for this transition. She joins us from a twenty-year career at Abertis, the majority owner of ERC, where she most recently served as CEO of Autopistas, Abertis’s Spanish Tollroad concessionaire. She’s well-qualified to lead ERC into a successful future, and she’s built relationships with key leaders at VDOT and within the Hampton Roads Community. She can be reached at abonet@ercopco.com. Please direct any customer inquiries to Rich Gabris, director of revenue, at rgabris@ercopco.com.

My nearly five-year career at ERC as Director of Revenue and CEO has been both challenging and fulfilling, as the company transitioned from a successful construction project to the smooth-running operating company it is today. I’m especially proud of ERC’s current position in the community. You may have seen that ERC received the 2021 Social Responsibility Award from the International Bridge, Tunnel and Turnpike Association, recognizing ERC’s community outreach program as best in the industry, worldwide. Additionally, 100% of our employees are based in Hampton Roads and 80% of all our contractors are local to Hampton Roads, 70% being small business.

I’m also very proud, and thankful for your support, of the meaningful action ERC recently took to lower the cost of tolls for those who need it most in Norfolk and Portsmouth. ERC is committed to increasing our $3.2 million Toll Relief contribution by 3.5% annually, helping your residents save significantly on tolls for years to come.

Received
JAN 14 2022
HRPDC
2022 will be a genuine retirement from full-time work for me. I have been working full-time for almost 50 years, with 32 years at the City of Virginia Beach, six years at Hampton Roads Transit, six years at the City of Norfolk and almost five years at ERC. It has been a fantastic journey filled with extraordinary leaders, mentors, and coworkers. I will miss it.

I've enjoyed my time serving as CEO, and the opportunities that you and I have had meet. I admire your commitment to the citizens of Norfolk, and the future of transportation in our region, through your role as HRDPC Chair.

Best Regards,

[Signature]

David C. Sullivan
Chief Executive Officer
Elizabeth River Crossings
January 31, 2022

Hampton Roads Caucus
Virginia General Assembly
Pocahontas Building
900 E. Main Street
Richmond, VA 23218

SENT VIA ELECTRONIC MAIL

RE: Senate Bill #764
House Bill #1290

Dear Hampton Roads Caucus Members:

On behalf of the Hampton Roads Cybersecurity Subcommittee, we write today to oppose Senate Bill #764 and House Bill #1290, based on language and not principle.

This proposed legislation enables the Virginia Chief Information Officer (CIO) the authority to “take such actions as are necessary, convenient, or desirable to ensure the security of the Commonwealth’s electronic information and confidential data,” whereas before this authority was limited to the executive branch only and not all “public bodies.”

Furthermore, the proposed legislation requires local governments to report cybersecurity incidents to the Virginia Chief Information Officer (CIO) within 24 hours, whereby modifying all public bodies Incident Response (IR) plans resulting in negligence of Cyber-Security Best Practices and breach of Cyber-Security Insurance policies.

Lastly, the amendment introduced for HB 1290 establishes a workgroup to study cyber-security reporting and information sharing practices, which is a strict process reversal of enacting legislation then convening a workgroup. All reporting and information sharing practices should be defined and then proceed with a holistic legislation framework.

In closing, we urge all Hampton Roads Caucus Members, Committee Members, and General Assembly Members to oppose legislative items SB #764 and HB #1290 and recommend a holistic workgroup to formulate comprehensive cyber-security measures for the Commonwealth of Virginia.

Thank you in advance for your immediate attention to this matter and your work on behalf of the Hampton Roads region.

Sincerely,

Daniel Jones, City of Portsmouth Chair

Wayne Davis, City of Hampton Vice-Chair

Copy:
Hampton Roads Cybersecurity Subcommittee
HRPDC Chief Administrative Officers
HRPDC Legislative Liaisons
February 9, 2022

Virginia Beach and Norfolk Delegations
Virginia General Assembly

Dear Senator/Delegate:

On behalf of the Virginia Beach Vision and Greater Norfolk Corporation Boards of Directors, comprised of senior business and civic leaders in the community, we ask that the 2022 General Assembly establish an adequate, reliable, and continuous funding source to support flood protection projects in the Commonwealth of Virginia.

A dedicated statewide funding source is critical to our economic future. At risk regionally are our military facilities, the Port of Virginia, the supply chain network, and the tourism industry. Further, dedicated state funding will allow us to leverage federal infrastructure funding resulting in cost savings for the Commonwealth and local governments.

The Hampton Roads area has become increasingly aware of the challenges that recurrent flooding and predicted sea level rise will have on the future resiliency, economic prosperity, and quality of life in the region and beyond. Though not all impacted directly by sea level rise, jurisdictions across the Commonwealth are subject to catastrophic flooding. The cumulative needs are estimated at $40 billion statewide, well beyond the financial means of local governments.

As demonstrated in Virginia Beach’s November referendum authorizing $567.5 million in bonding authority for stormwater protection and passing with 72% of the vote, the public is aware of the need for immediate action. As significant as that action was, it comes nowhere near meeting the needs to adequately address flooding concerns in the city, the region, or the Commonwealth.

In Virginia Beach alone, FEMA estimates:

- Currently 1 in 10 buildings is at risk of damage if a large storm hit today.
- 1 in 4 buildings is a risk with a sea level rise of 1.5 feet.
- 2 out of every 3 structures is at risk with a sea level rise of 3 feet.
- Average losses due to stormwater flood hazards are already $437 million annually.
- Under 1.5 feet of sea level rise, they are projected to climb to $616 million.
- Under 3 feet of sea level rise, that estimate reaches $1.66 billion.
In Norfolk, the challenges are even greater where:
• Currently 1 in 5 buildings is at risk of damage if a large storm hit today.
• 1 in 3 buildings is a risk with a sea level rise of 1.5 feet.
• 1 out of every 2 structures is at risk with a sea level rise of 3 feet.

The risks posed by flooding impact business development desirability and municipal bond ratings. It impacts flood insurance rates and infrastructure costs. It poses a significant and growing risk that necessitates a partnership at the local, state, and federal levels. We ask that you take steps to ensure the Commonwealth is a full partner in providing an immediate and continuous funding stream for flood mitigation purposes through the Community Flood Preparedness Fund.

Respectfully submitted,

Delceno C. Miles
President
Virginia Beach Vision

Charity Volman-Winn
President
Greater Norfolk Corporation
Introduction

During the 2020 General Assembly session, the legislature passed House Bill 1726 and Senate Bill 1038 which created the Hampton Roads Regional Transit Fund (HRRTF). The HRRTF is the first dedicated source of transit funding for the Hampton Roads region, and is to be used to create an interconnected network of regional backbone transit routes referred to as the 757 Express. This fund is supported by monies from the statewide recordation tax, as well as an additional grantor’s tax and hotel tax that will be applied in the six Hampton Roads Transit (HRT) localities (the cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth and Virginia Beach).

In total, the HRRTF is projected to provide Hampton Roads Transit approximately $30 million annually to support this regional backbone system. The HRRTF funds will be managed by the Hampton Roads Transportation Accountability Commission and will be used by HRT to develop a regional backbone network consisting of 13 bus routes, each with consistent 15 minute service intervals, bus stop amenities and technology to provide an interconnected transit network across the HRT localities.

As part of this action, the General Assembly enacted the following provision creating the Regional Transit Advisory Panel (RTAP):

That the Hampton Roads Transportation Planning Organization shall establish a regional transit advisory panel composed of representatives of major business and industry groups, employers, shopping destinations, institutions of higher education, military installations, hospitals and health care centers, public transit entities, and any other groups identified as necessary to provide ongoing advice to the regional planning process required pursuant to §33.2-286 of the Code of Virginia on the long-term vision for a multimodal regional public transit network in Hampton Roads.
As follow up to this legislation, the HRTPO staff worked with Hampton Roads Transit staff to develop a Membership Roster for the Regional Transit Advisory Panel. This membership roster included those sectors required by the Code of Virginia while also ensuring diversity and inclusiveness across this Panel. In July 2020, the HRTPO Board took action to formally appoint the RTAP membership, which is listed on pages four and five of this brochure.

The RTAP held its first meeting on November 18, 2020, and met eight times between November 2020 and November 2021. To begin its work, the RTAP received information briefings from the three transit agencies serving the Hampton Roads region: Hampton Roads Transit, Williamsburg Area Transit Authority (WATA) and Suffolk Transit. The RTAP also reviewed the legislation approved by the Virginia General Assembly and discussed the importance of a regional transit network to the economic health and competitiveness of the Hampton Roads region.
RTAP Recommendations

The RTAP membership also held an extensive roundtable discussion on issues, challenges and opportunities related to transit in the Hampton Roads region. Based on the input received from the RTAP membership, the RTAP formed nine work groups around the following topic areas:

- Transit Oriented Development
- Affordable Housing
- Bus Stop Amenities
- Transit Advocacy/Ambassadors
- Transit and the Military
- Serving Major Employment Centers
- Transit for the Williamsburg/Virginia Beach Tourism Corridor
- Technology
- Universities/Colleges

The RTAP members proceeded to select their preferred work groups/topics and endorsed memberships and assignments to these work groups at the RTAP’s March 31, 2021 meeting. Each work group was assigned with identifying a short list of action steps that could be taken in each topic area in the near term to advance/strengthen transit in the Hampton Roads/757 Region.

The RTAP work groups each met several times over a three month period and reported their recommendations under each topic area back to the full RTAP membership. The RTAP membership discussed and reached consensus on additions/ revisions to the recommendations. The full RTAP membership then endorsed a full list of recommendations for advancing/strengthening transit in the Hampton Roads region.

The top recommendations identified by the RTAP under each category are highlighted on Pages 6-8 of this document.
### RTAP Recommendations

#### RTAP Membership Roster

**Current Members and Appointed Representatives - January 2022**

<table>
<thead>
<tr>
<th><strong>Major Business and Group Members</strong></th>
<th><strong>Greater Norfolk Corporation</strong></th>
<th>Linda Peck, Interim Executive Vice President</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Greater Williamsburg Business Council</strong></td>
<td>Terry Banez, CEO</td>
<td></td>
</tr>
<tr>
<td><strong>Hampton Roads Chamber of Commerce</strong></td>
<td>Bryan Stephens, President &amp; CEO</td>
<td></td>
</tr>
<tr>
<td><strong>Hampton Roads Community Foundation</strong></td>
<td>Deborah DiCroce, President &amp; CEO</td>
<td></td>
</tr>
<tr>
<td><strong>Hampton Roads Workforce Council</strong></td>
<td>Shawn Avery, President &amp; CEO</td>
<td></td>
</tr>
<tr>
<td><strong>Peninsula Chamber of Commerce</strong></td>
<td>Bob McKenna, President &amp; CEO</td>
<td></td>
</tr>
<tr>
<td><strong>Virginia Beach Vision (1 of 2)</strong></td>
<td>Martha McClees, Executive Director</td>
<td></td>
</tr>
<tr>
<td><strong>Virginia Beach Vision (2 of 2)</strong></td>
<td>Tony Nero</td>
<td></td>
</tr>
<tr>
<td><strong>Virginia Ship Repair Association (VSRA)</strong></td>
<td>Bill Crow, President</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Major Employers Members</strong></th>
<th><strong>Dollar Tree</strong></th>
<th>Kristin Hatchett, Director of Transportation Services</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Newport News Shipbuilding</strong></td>
<td>Michele Walker, Parking &amp; Transportation Manager</td>
<td></td>
</tr>
</tbody>
</table>

| **Shopping Destinations Members** | **MacArthur Center** | Jim Wofford, General Manager |

<table>
<thead>
<tr>
<th><strong>Tourist Destination Members</strong></th>
<th><strong>Atlantic Avenue Association</strong></th>
<th>Chris Neikirk, Board Member</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Colonial Williamsburg Foundation</strong></td>
<td>Cliff Fleet, President &amp; CEO</td>
<td></td>
</tr>
<tr>
<td><strong>Jamestown-Yorktown Foundation</strong></td>
<td>Joan Heikens, Senior Sales and Promotions Manager</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Institutions of Higher Education Members</strong></th>
<th><strong>Old Dominion University</strong></th>
<th>Scott Silsdorf, Director of Transportation and Parking Services</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tidewater Community College</strong></td>
<td>Dr. Marcia Conston, President</td>
<td></td>
</tr>
<tr>
<td><strong>Thomas Nelson Community College</strong></td>
<td>Dr. Towuanna Porter Brannon, President</td>
<td></td>
</tr>
<tr>
<td><strong>Virginia Wesleyan</strong></td>
<td>Dr. Keith Moore, Vice President for Campus Life and Operational Management</td>
<td></td>
</tr>
</tbody>
</table>

| **William and Mary** | Julie Summs, Director for Economic Development and Business Innovation |

<table>
<thead>
<tr>
<th><strong>Military Installations Members</strong></th>
<th><strong>Joint Base Langley-Eustis, Langley Air Force Base</strong></th>
<th>Colonel Harry Hung, Vice Wing Commander, 633rd Air Base Wing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HRMFFA</strong></td>
<td>Rick Dwyer, Deputy Executive Director</td>
<td></td>
</tr>
<tr>
<td><strong>Navy Region Mid-Atlantic (1 of 2)</strong></td>
<td>Captain David Dees, Commanding Officer, Naval Station Norfolk</td>
<td></td>
</tr>
<tr>
<td><strong>Navy Region Mid-Atlantic (2 of 2)</strong></td>
<td>Captain Christopher Horgan, Commanding Officer, Naval Weapons Station Yorktown</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Hospitals and Health Care Centers Members</strong></th>
<th><strong>Children’s Hospital of The King’s Daughters</strong></th>
<th>Bryant Thomas, Director Government Relations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sentara</strong></td>
<td>Kurt Hofelich, VP Ambulatory Services</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Real Estate Members</strong></th>
<th><strong>Urban Land Institute (ULI)</strong></th>
<th>Chip Land, Member</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Virginia Peninsula Association of Realtors</strong></td>
<td>Susan Gaston</td>
<td></td>
</tr>
<tr>
<td><strong>Virginia Beach Hotel Association (VBHA)</strong></td>
<td>Tino DeStefano, Representative</td>
<td></td>
</tr>
</tbody>
</table>
The Regional Transit Advisory Panel (RTAP) consists of over 50 representatives from all segments of our region. We collectively believe that an effective, appropriately resourced and strong performing regional transit system is key to the economic and social well-being of the Hampton Roads region. The 757 region must have a strong regional transit system to compete for jobs and ensure an attractive quality of life for all. The Hampton Roads Regional Transit Fund and the advancement of the 757 Express Regional Backbone Network is an exciting step toward our goals. The RTAP membership asks for the assistance of our General Assembly members and local and federal government officials to support measures to continue to strengthen public transit service in our Hampton Roads/757 region.
RTAP Recommendations

RTAP Recommended Priorities (Key Recommendations shaded)

Advocacy/Ambassadors

- Develop a transit advocacy group to promote the importance of transit in our region.
- Meet with state legislators and local elected officials to discuss the importance of transit to the region.
- Develop an education campaign on the importance of transit.
- Create a transit awareness event in Richmond for all Hampton Roads transit agencies.

Affordable Housing

- Assemble a team of stakeholders such as urban planners, human service organizations and realtors to develop resources and checklists for city and county planning departments. Consider approaches such as inclusionary zoning, incentive approaches, density/transit-oriented development. Become a go-to resource for the regional community.
- Explore opportunities for workforce housing near regional backbone routes.
- Educate on transit access to affordable housing and how it relates to a living wage.

Bus Stop Amenities

- Engage private sector businesses and community partners to Adopt-A-Stop.
- Investigate the real-time bus app called Transit.
- Place display tablets at bus shelters and stops that allow passengers to use mobile devices to determine next bus arrivals.
- Coordinate efforts between transit agencies and localities to develop multi-year plans to improve sidewalk accessibility to bus stops.
- WATA - Investigate Simme Seat/Eco Seats at bus stops.
- Determine level of Smart Phone ownership among regular users of transit.
- Display route maps at bus shelters.
- Enhance transit agency websites for information related to Adopt-A-Stop programs.
- Establish a transit agency marketing team to engage sponsorships for Adopt-A-Stop.
- Utilize locality webpages to advertise Adopt-A-Stop opportunities.

Military And Transit

- Consider implementing an internal base circulator at Naval Station Norfolk as a pilot project – pursue funding as a potential pilot project.
- Survey personnel on Naval Station Norfolk to determine level of interest from base personnel for using public transit. Include military spouses in this survey effort.
- Develop more park-and ride facilities serving military installations.
- Consider partnerships with Uber and Lyft to defray costs and challenges for our military personnel.
RTAP Recommended Priorities (continued)

Serving Major Employment Centers

- Add more park-and-ride facilities along 13 regional backbone routes. Utilize parking lots of big-box commercial establishments. Collaborate with Virginia Peninsula Chamber and Hampton Roads Chamber to convene a roundtable with property representatives to explore park-and-ride opportunities. Potential for win/win opportunities.

- Consider transit connections to our International Airports.

- Provide enhanced transit service to emerging epicenter for Healthcare (Eastern Virginia Medical School/Children’s Hospital of The King’s Daughters/Sentara and Old Dominion University Health Care Center in Norfolk).

- Southside shipyards have major parking challenges. Initiate discussions with Virginia Ship Repair Association to explore transit for shipyard employees.

- Engage in additional discussions with Newport News Shipbuilding to explore approaches to encourage increased transit usage.

Technology

- Develop a combined regional transit app.

- Provide live GPS data into existing real-time apps.

- Create an app for fare payment and mobile ticketing for all three transit providers.

- Expand app capabilities with additional services like traffic conditions and last mile availability.

- Expand capabilities of existing HRT app to include real time data, fare payment and mobile ticketing.

Tourism

- Expand routes to accommodate workforce to tourism and hospitality jobs.

- Focus on immediate and ongoing needs of hospitality and tourism employment.

- Opportunity for Tourism Transit Corridor between regional tourism sites – potential for Williamsburg to Oceanfront connector.

- HRT/WATA - create park-and-rides at shopping centers, government buildings and schools.

- Connect job seekers and job providers through dialogue.

- Identify a pilot project and related funding that will address workforce deficits.

- Identify funding partners for improvements to service.

- Implement MAX Route service improvements to MAX 960 and MAX 121.

- WATA - consider peak period frequencies to Lee Hall and coordinate with HRT to match route frequencies and span of service.

- WATA - consider service frequency changes for routes serving Historic Triangle.
RTAP Recommendations

RTAP Recommended Priorities (continued)

Transit Oriented Development

- Study other regions with similar sized markets that have successfully implemented Transit Oriented Development policies and strategies.
- Consider micro-transit connections to regional backbone routes.
- Evaluate options to provide public transportation at no cost to our residents.
- Create and implement public relations campaign to expand ridership base.
- Expand transit access for workers during peak hours.
- Incentivize developers to develop transit oriented centers near regional backbone routes.

Universities and Colleges

- Enhance transit service(s) to colleges/universities with improved direct connections.
- Encourage HRT to apply for TRIP Program funds for zero-fares for the Tide and annual passes.
- Better integrate micro-mobility services like electric scooters and electric bikes with transit services.
- Collaborate with campuses to promote transit to student base – i.e., student orientation, etc.
- Develop options for autonomous transit vehicles. Implement a pilot project on a college campus or along Granby Street between Brambleton Avenue and Main Street.

The Hampton Roads Regional Transit Advisory Panel would like to thank the staff of the region’s localities who also participated in this effort.

For More Information about RTAP:

Robert Crum
HRTPD Executive Director
723 Woodlake Drive
Chesapeake, VA 23320
757-420-8300 - rcrum@hrpdeva.gov
www.hrtpd.org