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 Business Intelligence Team assists of requests from localities, investors, stakeholders, or regional, and state partners for information. The 2021 goal was exceeded with 176 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 recodification 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.

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Andria P. McClellan          Robert A. Crum, Jr.
Chair                        Executive Director/ Secretary