The February 17, 2022 meeting of the Hampton Roads Planning District Commission (HRPDC) was called to order by the Chair at 12:31 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)*
- Brian Solis (CH)
- Ella Ward (CH)
- Frank Rabil (FR)
- Donnie Tuck (HA)
- Joel Acree (IW)
- Randy Keaton, Treasurer (IW)
- John McGleennon (JC)
- McKinley Price (NN)
- Danica Royster (NO)
- Courtney Doyle (NO)
- Larry “Chip” Filer (NO)*
- Shannon Glover (PO)*
- Gordon Helsel (PQ)
- Randall Wheeler (PQ)
- Leroy Bennett (SU)
- Albert Moor (SU)
- Robert Elliott (SY)
- Patrick Duhaney (VB)*
- Barbara Henley (VB)*
- Louis Jones (VB)
- Sabrina Wooten (VB)
- Sheila Noll (YK)

**Commissioners Absent:**
- Stephen Best (CH)
- Amanda Jarratt (FR)
- Phillip Bazzani (GL)
- Carol Steele (GL)
- Steven Brown (HA)
- Mary Bunting (HA)
- Scott Stevens (JC)
- Cynthia Rohlf (NN)
- Kenneth Alexander (NO)
- Angel Jones (PO)
- William Gillette (SH)
- Michael Johnson (SH)
- Michael Stallings (SM)
- T. Carter Williams (SM)
- Melissa Rollins (SY)
- Robert Dyer (VB)
- John Moss (VB)
- Guy Tower (VB)
- Douglas Pons (WM)
- Andrew Trivette (WM)
- Neil Morgan (YK)

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

**Other Participants:**
- Mark Geduldig-Yatrofsky (CAC)
- Jason Mitchell (HA)
- Jason Purse (JC)
- Patrick Roberts (NO)
- Bob Baldwin (PO)
- David Harrison (SY)

*Late arrival or early departure.
Others Recorded Attending:
Bruce Sturk (HA); Angela Hopkins (NN); Craig Quigley (HRMFFA); Karen Thomas (Representative Elaine Luria’s Office); Drew Lumpkin (Senator Mark Warner's Office); John Thomas (Whitman, Requardt, and Associates); and Keith Cannady, Kelli Arledge, Rob Cofield, John Harbin, Whitney Katchmark, Sara Kidd, Krista Lauro, Benjamin McFarlane, Cynthia Mulkey, Pavithra Parthasarathi, Jeff Raliski, Dmitry Rekhter, Tiffany Smith, Jill Sunderland, Jaquil Tatum, Joe Turner, Christopher Vaigneur, and Sheila Wilson (HRPDC/HRTPO Staff)

Chair Andria P. McClellan welcomed new Commission member Brian Solis, Deputy City Manager for Chesapeake.

Approval/Modification of Agenda

Chair McClellan announced a request to modify the agenda to add the meeting minutes from the November Commission meeting, which were distributed as a handout, to the Consent Agenda. She asked for a motion to approve February 17, 2022 HRPDC Meeting Agenda as amended.

Motion: Commissioner Donnie Tuck Moved to approve the agenda as amended; seconded by Commissioner Ella Ward. The Motion Carried.

Public Comments

Chair McClellan reported that there were no submitted public comments, and she invited members of the public to address the Commission.

There were no in-person requests to provide public comment.

Executive Director’s Report

Mr. Robert A. Crum, Jr., HRPDC Executive Director, referenced his monthly report included in the agenda package and offered to answer questions. Hearing none, he reported on items of interest for Commission Member information.

Mr. Crum provided an update on the Southside Network Authority (SNA) and reported that at the February 11, 2022 meeting, the SNA member cities of Chesapeake, Norfolk, Portsmouth, Suffolk, and Virginia Beach each committed $5 million to start construction on the Southside Fiber Ring. The Fiber Ring will connect to the subsea cables that have come ashore in Virginia Beach to provide broadband service via an interconnected ring among the five Southside cities. A contract was provided to a company that bid on the construction, and if all goes according to plan, the SNA hopes to have a groundbreaking ceremony in late March. Construction is tentatively scheduled to begin in May or June.

Separately, under the leadership of Mr. John Harbin, HRPDC Senior Regional Planner, the HRPDC is working with its partner localities to develop and finalize contract documents for...
a broadband grant through the Virginia Telecommunications Initiative (VATI) program. On December 14, 2021, Governor Northam announced that the HRPDC, in partnership with Charter Communications, was awarded a $21 million 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 broadband access. The build-out of the network is anticipated to be completed in 2024.

Mr. Crum reported that the next phase of regional broadband is the design of the Peninsula Fiber Ring, which will connect to the Southside Fiber Ring through the tunnels.

Mr. Crum introduced and welcomed new HRPDC employees Ms. Jaquil Tatum, Accounting Manager, and Mr. Dmitry Rekhter, IT Manager.

Mr. Crum concluded his remarks by announcing an internal restructuring of the organization/management structure to create an additional Deputy Executive Director with oversight for the organization’s operations and administration, including human resources, building and property services and meeting support, Civil Rights/Title VI compliance, legal services, and IT. He congratulated Ms. Kelli Arledge on her promotion to Deputy Executive Director. The Commission members applauded Ms. Arledge’s promotion.

Chair McClellan asked Mr. Crum to comment on this year’s Interregional Visit.

Mr. Crum referenced a handout provided by Mr. Bryan K. Stephens, President and CEO of the Hampton Roads Chamber, regarding the 2022 Leadership Exchange scheduled for June 22, 2022 through June 25, 2022 in Charlotte, North Carolina. He stated that Chair McClellan is a Co-Chair for this event and the goal was to have as many local officials, CAOs, and staff members as possible attend and compare best practices.

Chair McClellan encouraged all of the Commission members to consider attending. Space is limited, so she emphasized signing up as soon as possible.

*Commissioner Barbara Henley arrived*

**Community Advisory Committee (CAC) Report**

Mr. Mark Geduldig-Yatrofsky, Chair of the Community Advisory Committee (CAC), reported that he had recently been appointed as CAC Chair and pledged to represent the CAC to the best of his ability.
Consent Agenda

Chair McClellan asked Mr. Crum to briefly describe the modified Consent Agenda items, which included the following:

- Meeting Minutes – November 18, 2021 Commission Meeting
- Meeting Minutes – January 20, 2022 Commission Meeting
- Transcribed Public Comments – January 20, 2022 Commission Meeting
- Treasurer’s Report – December 2021
- Fiscal Year 2022 Budget Amendment
- HRPDC Grant Contracts
- Department of Environmental Quality (DEQ) Chesapeake Bay Watershed PDC Locality Implementation Program Contract
- Community Advisory Committee (CAC) Appointment
- 2022 Regional Meetings Schedule

Motion: Commissioner Ella Ward Moved to approve the Consent Agenda as presented; seconded by Commissioner Shannon Glover.

Chair McClellan commented that she asked Mr. Crum for additional information regarding the purchasing of emergency vehicles included in the HRPDC Grant Contracts item. She added that this item will be more fully covered in a future Commission meeting but asked Mr. Crum to briefly describe the intended use of these vehicles.

Mr. Crum indicated that some of the local emergency management staff serve on the Hampton Roads All Hazards Advisory Committee’s Urban Area Working Group supported by Mr. John A. Sadler, HRPDC Emergency Management Administrator. The working group coordinates the application and allocation of regional grant programs that address emergency management and homeland security needs in the region. Mr. Crum stated that based on Chair McClellan’s suggestion, HRPDC staff will arrange for an overview of regional emergency management, including the Hampton Roads Metropolitan Medical Response System (HRMMRS) and the HRMMRS Strike Team Committee, as a future meeting topic.

Chair McClellan called for a voice vote of the pending motion to approve the Consent Agenda as presented. The Motion Carried.

Joint Land Use Study Updates

Mr. Crum introduced Mr. Benjamin J. McFarlane, HRPDC Senior Regional Planner, to brief the Commission on the Joint Land Use Study (JLUS) projects. He added that following Mr. McFarlane’s presentation, Mr. Bruce Sturk, Director of Federal Facilities Support for the City of Hampton, will brief the Commission on Hampton’s implementation efforts. Also in attendance, was Admiral Craig Quigley, Executive Director for the Hampton Roads Military and Federal Facilities Alliance (HRMFFA).
Mr. McFarlane began his presentation with background information on the Joint Land Use Study (JLUS) projects. The Military Installation Sustainability program is one of several administered by the Department of Defense (DOD) Office of Local Defense Community Cooperation (OLDCC) that provides 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.

*Commissioners Larry “Chip” Filer and Shannon Glover departed*

The most recently completed of these JLUS projects involved Chesapeake, Portsmouth, Norfolk Naval Shipyard, Naval Medical Center Portsmouth, and Naval Station Norfolk. The consultant team was led by AECOM, which was instrumental in the HRPDC’s role as the project administrator and sponsor. This study addressed six key issues of concern to both the participating communities and the United States USN (USN) installations such as parking, mobility options, roadway flooding, access to installations, redevelopment opportunities, and coordination and communication. These key issues were used to frame the following goals for the study:

- Mitigate flooding impacts to the transportation network
- Strengthen military installation resilience
- Maintain and expand access to USN installations
- Enhance neighborhoods that surround USN installations
- Redevelop and reuse land to improve the local economy
- Adopt policies and regulations to manage growth and prevent conflicts
- Strengthen relationships between USN installations and localities

The JLUS project partners used these goals to identify potential opportunities and develop a set of proposed actions. Overall, 36 actions were recommended in the six different categories corresponding to the key issues. The technical committee identified evaluation criteria to score and prioritize the proposed actions, which were categorized into four different tiers. Analyzing the flooding probabilities, identifying options to mitigate risk, and promoting long-term sustainability and community development along the corridors is essential. Tier 1 actions included flood mitigation and stormwater management strategy efforts for four corridors that were identified by the project partners as being some of the most critical to providing access to the installations and most vulnerable to flooding. Tier 2 actions included additional corridors, coordination on enhanced use lease opportunities, and other aspects of transportation including transit, bicycle routes, remote parking with shuttle service, and parking utilization to better manage capacity.

Policies and practices were also recommended to improve the exchange of information and maintain the lines of communication. One recommendation was to define Geographic Information System (GIS) data-sharing protocols, requirements, and contacts within the cities and the USN to support cross-jurisdictional technical studies, analyses, and project
execution. Another recommendation was to incorporate up-to-date projections for future sea-level rise, rainfall, and storm surge into roadway design guidelines and project standards.

The limitations on in-person meetings due to the pandemic happening mid-process required adjustments in public engagement strategies. One well-received approach included an interactive virtual room created by AECOM available online at https://aecomviz.com/POCHJLUS/.

Implementation opportunities on the federal level include OLDCC Implementation Grants, Defense Community Infrastructure Program (DCIP), Readiness and Environmental Protection Initiative (REPI), and Defense Access Roads (DAR). State opportunities include the Community Flood Preparedness Fund (CFPF) and the Coastal Resiliency Master Plan, and local opportunities include capital improvement programs and regional coordination.

Mr. McFarlane concluded his presentation by outlining the next steps of the Portsmouth-Chesapeake JLUS. Once project partners have been briefed on the final study outcomes and recommendations and the project receives the final approval/acceptance of deliverables from OLDCC, the HRPDC will coordinate with the localities and the USN to develop proposals for implementation grants.

Chair McClellan asked Mr. McFarlane to send the link to the virtual community engagement room to Commission members.

Commissioner Randy Keaton indicated that SPSA member communities have been in discussions with the USN about the redevelopment of the Wheelabrator Portsmouth site and the possibility of SPSA continuing to lease the current operations center located there. He asked if the facility was considered in the study.

Mr. McFarlane responded that the Wheelabrator plant was briefly discussed during the project, and while the facility was not incorporated into the analysis, ongoing discussion and coordination related to the site developments are recommended.

Commissioner Debbie Ritter commended the significant partnerships and work involved for all parties. She referenced the 2005 Hampton Roads JLUS on behalf of and in cooperation with the Cities of Chesapeake, Norfolk and Virginia Beach, Virginia, and the USN. The study explored opportunities to reduce noise impacts on communities surrounding Naval Air Station (NAS) Oceana, Naval Auxiliary Landing Field (NALF) Fentress, and Chambers Field while accommodating necessary growth and maintaining regional economic sustainability. She stated that as a direct result, HRMFFA was formed, and she said that having a JLUS underway was one of the reasons that the Base Realignment and Closure (BRAC) Commission decided that NAS Oceana could remain open if certain conditions were met.

Chair McClellan acknowledged Mr. Bob Baldwin, Deputy City Manager of Portsmouth, for his involvement in the recently completed Portsmouth - Chesapeake JLUS.
Mr. Baldwin recognized the efforts of Mr. Crum, Mr. McFarlane, and all those involved in the study. He indicated that the project encompassed more than initially anticipated and Portsmouth is very pleased with the results.

Chair McClellan thanked Commissioner Ritter for her comments and acknowledged that it is important to consider the historical perspective of the Chesapeake, Norfolk, and Virginia Beach JLUS and the garnered results. She suggested that the studies be leveraged when discussing flood mitigation funding with state and federal partners. She added that it may be helpful to have an annual status update on progress made on JLUS goals and recommendations.

Commissioner Ritter shared that the state required annual meetings and biannual reports on the update of any property or development rights purchases.

Mr. Sturk briefed the Commission on the JLUS adopted by the City of Hampton and Joint Base Langley-Eustis (JBLE) Langley Air Force Base (LAFB) in 2010 and 2018 Hampton-JBLE-LAFB JLUS amendment to address community and installation resilience. These efforts have been part of the city’s overall strategy to work with JBLE to identify and implement steps to protect and enhance the United States Air Force (USAF) mission in Hampton and to further the city’s goals for becoming more resilient.

As a result of the 2010 JLUS conducted by JBLE, Newport News, York County, Poquoson, and Hampton and to minimize the risks associated with having residents live or work too close to the end of a runway as well as reduce the threat of encroachment at JBLE-LAFB, the City of Hampton along with the Commonwealth and JBLE have spent more than $14 million to buy private property located in the base’s Clear Zone (CZ) and Accident Potential Zone (APZ). Using state and city funds, Hampton began clear zone acquisitions in 2013, and since then, the city and state have spent or designated $9 million to acquire several clear zone parcels from willing sellers.

More recently, Hampton and JBLE-LAFB entered into an Encroachment Management Agreement (EMA) where the USAF now provides funding for land acquisitions under the REPI program. The cost-share is 25% from the state, 25% from the city, and 50% from the USAF. The DOD's REPI Program is a key tool for combating encroachment that can limit or restrict military training, testing, and operations. The program protects these military missions by helping remove or avoid land-use conflicts near installations and addressing regulatory restrictions that inhibit military activities and is administered by the Office of the Secretary of Defense (OSD). A major component of the REPI Program is the use of buffer partnerships among the military services, private conservation groups, and state and local governments. These win-win partnerships share the cost of acquisition of easements or other interests in land from willing sellers to preserve compatible land uses and natural habitats near installations and ranges that help sustain critical at-risk military mission capabilities.
In addition to JBLE-LAFB’s crucial role in the national military, the 104-year-old base plays an important role in the local community and economy. If the next round of BRAC were to decide that the encroachment threat limits the base’s viability, it could push the base to the top of the closing list, and the region would be looking at losing close to 25,000 jobs, along with the base’s current $2.9 billion contribution to the region’s economy. In a letter supporting the city’s efforts, the Commander of the 633 Mission Support Group at JBLE-LAFB, said “the ongoing efforts by the state and local jurisdictions to curb civilian encroachment in the areas crucial to the flying mission is critical and fully supported by Langley AFB.”

In 2018, the City of Hampton amended the 2010 JLUS focusing on resilience and adaptation. The amendment was funded through a $75,000 OLDCC Compatibility Use Plan (CUP) grant and a $7,500 city match totaling $82,500. Total resiliency-related grant and city-matched funding is over $1 million. Additional completed and underway resiliency and adaptation efforts in the City of Hampton related to recommendations from the 2010 Hampton – JBLE-LAFB JLUS and the amendment completed in August 2018 are as follows:

- Completed JBLE-LAFB West Gate Relocation Study through a $343,800 OLDCC Military Installation Resiliency (MIR) grant and a $38,200 city match totaling $420,200

The primary purpose of the West JBLE-LAFB Entry Control Facility (ECF) project is to enhance public transportation safety by averting public travel and traffic congestion from within the JBLE-LAFB CZ and APZ. A secondary purpose for the project is to enhance JBLE-LAFB resiliency to surrounding area development encroachment, the influence of sea-level rise/flooding at the east end of the runway, and afford the installation the ability to shift the overrun/runway to the west. Proactive resiliency measures associated with the shifting of the overrun/runway to the west and the associated closure of Armistead Avenue will also support the purpose and need of the City of Hampton’s planned Coliseum Drive Extension Phase B. Implementation of the relocated ECF project will sustain the mission and economic impact of JBLE-LAFB as well as of the NASA Langley Research Center (LaRC). The new ECF will reduce or eliminate the need for future JBLE-LAFB operations and personnel from having to rely on NASA LaRC access control points and roadway infrastructure to traverse between the two facilities or support traffic demand destined to/from the developing Intelligence, Surveillance, and Reconnaissance (ISR) campus located on the north side of the airfield.

- Conducting Environmental Due Diligence Study (wetlands) and Stormwater Management Study; JBLE-LAFB West Gate Relocation next phase through a $156,033 OLDCC MIR grant and a $17,337 city match totaling $173,370

As a part of the ECF Alternatives Analysis project, JBLE-LAFB, the City of Hampton, NASA LaRC, and other project stakeholders have begun to strongly consider a site located along Commander Shepard Boulevard and north of the airfield. Based on
several conversations, it was determined that the subject site has a relatively complex and integrated stormwater drainage system that is of interest to all parties. This supplemental stormwater and environmental due diligence task will provide the opportunity to assess the existing system as well as investigate preliminary stormwater treatment technique alternatives.

Additionally, based on a preliminary review of background environmental material, it is anticipated that wetlands and Waters of the United States (WOUS) are likely present on the site. To address this potential concern and/or to pre-emptively verify the extent of these environmental considerations, this task will involve conducting a wetland delineation of the site that will be confirmed with the United States Army Corps of Engineers (USACE) to accurately identify the boundaries, extents, and types of wetlands and waters on the potential future ECF location.

Utilizing the results of the wetland delineation, the project team will develop an updated preferred concept that will focus on avoiding and minimizing wetland impacts to the maximum extent practicable while still supporting all defined mission essential functions of the proposed ECF.

- Completed LaSalle Avenue Flood Mitigation Resiliency Study through a $366,544 OLDCC MIR grant and a $40,730 city match totaling $407,274

Considering the increased frequency at which weather events such as sea-level rise, storm surge, and significant rain events impact accessibility/mobility on the transportation network and along primary routes/corridors serving JBLE-LAFB and the adverse effect this can have on military readiness and the ability to execute the mission, it was determined that a resiliency plan needed to be developed for the LaSalle Avenue corridor. This project will evaluate existing and future operational conditions, validate LaSalle Avenue as a high-priority/critical corridor serving the installation and develop a resiliency plan that identifies prioritized improvements that will result in the ability to maintain accessibility to/from the installation.

- Preparing Scope of Work for Big Bethel Reservoir Study through an OLDCC CUP grant

The primary purpose of the Big Bethel Reservoir project is to determine the highest best-use and best-value of the USAF-owned Big Bethel Reservoir and USAF-owned properties in and around the Reservoir. Although the Big Bethel Reservoir is no longer in use for drinking water storage, the reservoir requires a study to determine appropriate implementation strategies for modifications, including impacts downstream and upstream. The existing dam system also needs to be evaluated to confirm conditions and options for modification or removal. Recreating a more natural edge along parts of the reservoir would improve water quality and create habitat. The study also must confirm whether or not modifying the reservoir to hold additional stormwater would reduce the burden on the existing drainage system.
and alleviate flooding. The coordination of ownership extent and regulatory requirements will include the City of Hampton, the City of Newport News, and York County that intersect at the reservoir.

Mr. Sturk concluded his presentation by listing the critical elements of Hampton’s project implementation success, including:

- Commitment and Support from City Council
- Advocacy and Partnerships from the Installation
- Collaboration and Cooperation with OLDCC
- Engagement and Advice from Stakeholders

Chair McClellan thanked Mr. Sturk for his presentation. She stated that the 2005 BRAC encouraged the region to actively consider and develop federal installation viability. She added that while the region may not be facing another round of BRAC in the future for the same reasons as in 2005, she suspected another future round of BRAC as it relates to flooding and resilience. She emphasized the critical importance of these studies and the implementation of the recommendations. She asked Mr. Crum if he had any suggestions on how to fully utilize the studies regionally.

Mr. Crum thanked Mr. Sturk for the information and suggested that the success of Hampton could be used as a model of how to move forward in other localities. He stated that a loss of any of the bases in the region would result in an economic crisis for the entire region. He indicated that having a JLUS does present opportunities. He suggested forming a subcommittee of the Commission to work with Admiral Quigley of HRMFFA and Admiral Charles “Chip” Rock of the USN on creating a framework for communication and an organized process for developing implementation plans.

Commissioner Ritter expressed her endorsement of that approach.

Chair McClellan asked Mr. Crum how best to proceed in forming the subcommittee.

Mr. Crum recommended the HRPDC staff prepare and present a proposal at the March Commission meeting.

Chair McClellan agreed and mentioned that the Coastal Resilience Subcommittee could assume some of the JLUS Implementation efforts.

Commissioner Sheila Noll commented that it is not useful to form a committee until you know exactly what that committee can accomplish.

Chair McClellan concurred and indicated that the staff proposal presented to the Commission for consideration will include clear directives.
Stormwater Local Assistance Fund Projects

Chair McClellan announced the next presentation would be on the Stormwater Local Assistance Fund (SLAF).

Mr. Crum introduced Ms. Jillian C. Sunderland, HRPDC Senior Water Resources Planner, to brief the Commission on SLAF funding opportunities.

Ms. Sunderland reported that the Virginia SLAF grant program is focused on Chesapeake Bay-driven water quality improvements rather than flooding. She began her presentation by describing the similarities and differences between the Community Flood Preparedness Fund (CFPF) and the SLAF. The CFPF is designed to reduce the impacts of flooding and applications can be submitted for projects or studies. The SLAF is designed to improve water quality and applications can be submitted for planning, design, and/or implementation of stormwater projects that reduce pollutant loads. The SLAF was established in 2013 by the Virginia General Assembly and has had seven rounds of awards while the CFPF has had two rounds of awards. Both programs require a local match with CFPF match requirements ranging from 10% and 50% depending on the type of application; whereas, the SLAF match requirement is 50%. Both planning districts and local governments can apply for CFPF, but only localities are eligible for SLAF grants. The SLAF program is funded directly from the state budget and administered by the DEQ, and the CFPF is funded by the Regional Greenhouse Gas Initiative (RGGI) and administered by the Department of Conservation and Recreation (DCR).

Stormwater practices focus on slowing down the flow of stormwater runoff and filtering out pollutants. The three most commonly funded projects are stream restoration, wet pond retrofits, and constructed wetlands. DEQ has awarded $144 million to 289 projects over seven rounds of SLAF. The HRPDC and the Northern Virginia Regional Commission (NVRC) have each been awarded approximately 30% of the total number of SLAF projects by region; however, the NVRC has been awarded $63.4 million while the HRPDC has been awarded $27.9 million. The reason the NVRC has been awarded more than double the number of dollars for approximately the same number of projects is that the SLAF program is based on the cost-effectiveness of removing phosphorus, and the NVRC is doing large stream restoration projects that remove many pounds of phosphorus.

The Hampton Roads success rate through the SLAF program is 59%. In Hampton Roads, 12 of the 17 localities have been awarded projects and received SLAF project funding. These 12 localities at one point had or currently have a stormwater permit, which includes a requirement to reduce pollutant loads. 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. The localities on the peninsula are receiving more funding, because similar to NVRC, they are submitting stream restoration projects. The southside localities are also receiving funding but for different types of projects as the southside does not have the types of streams or topography that creates those streams. The funds are accessible throughout the region whether it be for stream restoration projects or wet pond retrofits, living shorelines, or constructed wetlands. Resilience and flood
mitigation projects can overlap with water quality improvement, so a portion of a large-scale resilience project may be appropriate as a SLAF application. Appropriation of funds for the SLAF has often been included as an HRPDC Legislative Priority, and the fund remains relatively stable and reliable having funds appropriated seven out of the last eight years. Localities across the state are taking advantage of this program with $144 million distributed out of the $160 million appropriated.

Before leaving office, Governor Northam included $100 million in the 2022-2024 proposed state budget. The next solicitation round is scheduled to be released in August with applications due October 1, 2022. DEQ is currently revising the guidelines to prioritize applications from localities experiencing high levels or above-average levels of fiscal stress, which includes several of the Hampton Roads localities.

Chair McClellan thanked Ms. Sunderland for her presentation and commented that before the CFPF, the SLAF was the only state funding mechanism for dual-focused projects with water quality and quantity components.

Mr. Crum asked if Ms. Sunderland had any advice or tips for localities about how to best position projects to be competitive.

*Commissioner Debbie Ritter departed*

Ms. Sunderland responded that one aspect involves looking carefully at the cost-effectiveness in terms of how much does it cost to remove one pound of phosphorus. Additionally, the program will cover design, planning, and implementation or any combination thereof. She also shared that DEQ has demonstrated hesitance to award funds to localities that have not utilized previously awarded funds.

Mr. Crum reiterated that the Hampton Roads region has been awarded approximately 19% of the dollars awarded but 30% of the number of projects. He commented that the SLAF program has the potential to be impactful for Hampton Roads, and a potential goal for next year could be to bring over one-third of the funds available into the region.

Commissioner John McGlennon noted that the smaller number of dollars awarded could relate to fiscal stress considering the SLAF program’s requirement of a 50% local match. A priority may be to increase the funding available through SLAF, but another consideration might be to suggest a match requirement more relative to the fiscal condition of the locality.

Ms. Sunderland commented that DEQ’s revised guidelines to prioritize applications from localities experiencing high levels or above-average levels of fiscal stress will impact the next round of applications.
General Assembly Update

Mr. Crum updated the Commission on the current General Assembly session and stated that HRPDC staff continue to monitor the progress of the bills that relate to the regional legislative priorities, attend meetings, and present testimony as needed. Mr. Crum referenced weekly calls with the local Legislative Liaisons and commended their efforts.

Mr. Crum mentioned House Bill (HB) 297 and HB 1059, which would suspend the regional gas tax, which is one of the funding streams being used to fund over $5.8 billion of regional transportation projects. Mr. Crum also mentioned HB 978 and Senate Bill (SB) 363, which would remove $20 million to $30 million of transit funding provided through the statewide recordation tax. The region continues to oppose these proposals.

One of the HRPDC legislative priorities was a request that the General Assembly form a Commonwealth Flood Board (CFB). The goals of this request were the continuation of placing a priority on resiliency within the Commonwealth, the creation of a framework that promotes collaborative alignment of the various state agencies involved with resiliency goals, and the formation of a structure to provide accountability and oversight in the strategic investment of federal funds for flood prevention and flood mitigation issues.

*Commissioner Patrick Duhaney departed*

Chair McClellan shared that she was encouraged by the many bipartisan General Assembly discussions this year about flooding. She reported on the following resiliency-related bills:

- **HB 602**, introduced by Delegate C.E. Cliff Hayes, Jr. and laid on the table, would have created the Commonwealth Flood Board as a policy board in the executive branch. The bill provided that the Board’s duties would include, among others, overseeing the development, implementation, and updating of the Commonwealth Flood Plan. The bill also created the Department of Flood Control under the authority of the Secretary of Natural and Historic Resources to provide technical expertise in all aspects related to flood control, management, mitigation, abatement, and recovery. The Commonwealth Flooding Scientific and Technical Advisory Committee would have also been established in the bill as an advisory committee of the Commonwealth Flood Board to assist the Commonwealth in developing and implementing the Commonwealth Flood Plan.

- **HB 847**, introduced by Delegate Robert S. Bloxom, Jr. and passed out of the House, would establish the Virginia Resiliency Authority (the Authority) as a body politic and corporate, a political subdivision of the Commonwealth. The bill provides that the Authority shall be governed by a 17-member Board of Directors. Certain portions of the bill have a delayed effective date of January 1, 2023. Chair McClellan commented that this bill in many ways mirrors the HRPDC’s CFB request; although, there were flaws in the bill conflicting with other legislation, and the conservation community had some concerns. She stated that it is expected, and Delegate Bloxom
agrees, that the bill will likely come to the Senate for a vote on the floor with an amendment for a study. The study would take into consideration the various state departments, regional perspectives, conservation community, and many more stakeholders for a more solid bill to be introduced next year.

- **HB 516**, introduced by Delegate David. L. Bulova and passed out of the House, implements recommendations from the first Virginia Coastal Resilience Master Plan. The bill provides guidelines for the development of a Virginia Flood Protection Master Plan for the Commonwealth and requires that the Coastal Resilience Master Plan be updated by December 31, 2022, and every five years thereafter. The bill also establishes the Virginia Coastal Resilience Technical Advisory Committee to assist with the updates and requires the development of a community outreach and engagement plan to ensure meaningful involvement by affected and vulnerable community residents. The bill also requires that the Chief Resilience Officer report every two years, beginning July 1, 2023, on the status of flood resilience in the Commonwealth.

- **HB 1309**, introduced by Delegate David L. Bulova and passed out of the House, creates the Resilient Virginia Revolving Loan Fund. The bill provides guidelines for deposits, expenditures, and investments and requires an annual audit of the Virginia Resources Authority. The bill provides that the Fund be used for loans or to refinance projects for local governments or to provide grants to local governments to be used for grants or loans to individuals. The bill also establishes guidelines for the priority of such loans and grants.

Chair McClellan also reported that the House and Senate passed competing bills on the state’s grocery tax. Under current law, Virginia levies a 1% sales tax on groceries and adds 0.5% statewide grocery tax for transportation funding. The state also gives localities a local grocery tax option, which allows them to impose up to 1% on groceries. HB 90, which passed with bipartisan support, would eliminate the state grocery tax and remove the local option. The bill would also offset the revenue losses for localities by providing them with the funds they lost by ending their grocery taxes. SB 451, which also passed with bipartisan support, would only end the 1.5% collected by the state, but it would retain the 1% option for local governments. Both chambers will need to agree on a version of the grocery tax reform legislation before they can send a proposal to the governor. Governor Glenn Youngkin supports a full repeal of the tax. Chair McClellan specified that the state grocery tax for transportation funding accounts for approximately $186 million per year, which would relate to $1 million per year to HRT. She expressed concern about the potential outcome and the challenge the HRPDC localities could face as a result.

Mr. Crum thanked Chair McClellan for her leadership and legislative efforts and asked if there were any additional legislative items of interest for the good of the Commission.

Chair McClellan lauded the local Legislative Liaisons for their collaborative efforts on behalf of the region.
Mr. Crum echoed Chair McClellan’s sentiments and complimented the group.

Chair McClellan recognized Admiral Quigley in the audience to speak. He referenced the federal DCIP funds mentioned in both Mr. McFarlane’s and Mr. Sturk’s presentations. He stated that there is a proposal at the state level for a companion program of $10 million over the biennium that passed out of the House and the Senate unanimously. If funded in the budget, the program would be another funding opportunity for communities to use on infrastructure projects such as those recommended in a JLUS study.

Chair McClellan added that HB 354 was introduced by Delegate Anne Ferrell Tata and SB 315 was sponsored by Senator Lionell Spruill, Sr. The bipartisan bills would establish the Virginia Military Community Infrastructure Grant Fund (the Fund) to support military communities in the Commonwealth by awarding grants to aid the planning and design, construction, or completion of infrastructure projects that enhance military readiness, installation resiliency, or quality of life for military communities. The bill directs the Secretary of Veterans and Defense Affairs to develop guidance and criteria to be used in awarding grants from the Fund and an annual grant application that sets out certain requirements for a grantee.

Mr. Crum reported on the regional legislative priority requesting state/federal funding to complete the I-64 Gap between Hampton Roads and Richmond. The 29-mile gap must be improved to ensure a reliable transportation connection between Hampton Roads, Richmond, and the I-95 corridor. Mr. Crum announced that $20 million for the design was included in the proposed budget, which he stated is a start. The legislative liaisons continue to stress to the General Assembly members, as they consider allocation and priorities of statewide funding, that the gap is critical to support the military, Port of Virginia, and the Commonwealth’s tourism economy. Approximately 20 of these miles are located outside of the Hampton Roads region making it difficult to access funding. Mr. Crum shared that the Richmond - Hampton Roads (RVA/757) Megaregion has also started to advocate for the project. In total, the estimated construction cost is between $600 million and $700 million. The remaining nine miles in the Hampton Roads region would cost approximately $195 million.

**Three-Month Tentative Schedule**

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

**Advisory Committee Minutes**

Chair McClellan stated that the HRPDC Advisory Committee meeting minutes approved since the last Commission meeting were provided for information purposes.
For Your Information

Chair McClellan referenced the correspondence of interest included for Commission member information, which included the following:

- 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

Old/New Business

There was no old or new business.

Adjournment

With no further business to come before the Commission, the meeting adjourned at 1:47 p.m.

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