

**Hampton Roads Planning District Commission
Executive Committee Meeting
Summary Minutes of November 17, 2016**

The Executive Committee Meeting of the Hampton Roads Planning District Commission was called to order by the Chair at 9:30 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

Commissioners:

Dr. Ella P. Ward, Chair (CH)
Michael Hipple, Vice Chair (JC)
Marcus Jones, Treasurer (NO)
James Baker (CH)
Debbie Ritter (CH)
Barry Cheatham (FR)
Randy Martin (FR)
J. Brent Fedors (GL)
Donnie Tuck (HA)*
Randy Keaton (IW)
Rex Alphin (IW)
Bryan Hill (JC)
McKinley Price (NN)*
Jim Bourey (NN)
Saundra Cherry (NN)*

Mamie B. Johnson (NO)*
Traci Crawford (PQ)
J. Randall Wheeler (PQ)*
Kenneth Wright (PO)
Michael Johnson (SH)
Barry Porter (SH)
Patrick Roberts (SU)
Tyrone Franklin (SY)
Robert Dyer (VB)*
Louis R. Jones (VB)
Dave Hansen (VB)
Barbara Henley (VB)
Neil Morgan (YK)
Thomas Shepperd (YK)

Executive Director:

Robert A. Crum, Jr.

*Late arrival or early departure.

Others Recorded Attending:

Herman L. Ward (CH); Brian DeProfio (HA); Britta Ayers, Brian Stilley, Jerri Wilson (NN); Jeff Raliski, Wynter Benda, (NO); Sherri Neil (PO); Dannan O'Connell (PQ); Tom Leahy (VB); Cathy Aiello (Aiello Enterprises); Jon Nye (HRPTA) Clint Null (Mode 5); Gary Webb (Parsons Brinkerhoff); Mark Geduldig-Yatrofsky (Portsmouth City Watch); Diane Kaufman (Senator Tim Kaine); Ellis W. James (Sierra Club) Citizens: Donna Sayegh, Frank Papcin; Staff: Kelli Arledge, Rebekah Eastep, KC Filippino, Andrea Gayer, Greg Grootendorst, Danetta Jankosky, Whitney Katchmark, Sara Kidd, Sharon Lawrence, Mike Long, Jai McBride, Ben McFarlane, Camelia Ravenbakht, John Sadler, Jill Sunderland, Beth Vandell, Tara Walker, Chris Vaigneur.

Approval/Modification of Agenda

Chair Ward requested modifications or additions to the agenda. Hearing none Commissioner Kenneth Wright Moved to approve the agenda; seconded by Commissioner Barry Cheatham. The Motion Carried.

Resolution of Appreciation

Chair Ward recognized Commissioners Kenneth Wright, Marcus Jones, and Amelia Ross-Hammond for their service to the HRPDC by presenting them with a Resolution of Appreciation.

(Commissioners Donnie Tuck, Randall Wheeler and Robert Dyer arrive)

Submitted Public Comments

Mr. Robert Crum, HRPDC/HRTPO Executive Director, indicated there were no Submitted Public Comments and asked to proceed to the Public Comment period.

Public Comment

Ms. Donna Sayegh spoke about the five principles of liberty that the Foundations of American Christian Education teaches. She expressed her concerns about the centralization of power by stating that it results in the loss of state rights. Ms. Sayegh also expressed her displeasure of some of the programs that have been established through the HRPDC such as Working Waterfronts, Joint Land Use Study (JLUS), the Urban Area Security Initiative (UASI), and Envision Hampton Roads. She stated that such programs have been created without citizens input.

Mr. Frank Papcin expressed his concerns about money the City of Norfolk received for a boardwalk stating that he has not seen or heard of any plans for development. He also expressed his concerns about military security stating that 80,000 troops residing in Norfolk only have one way in and out of the base. He stated that giving military residents a second exit would improve military security.

Mr. Mark Geduldig-Yatrofsky suggested the HRPDC add a proposal into the federal legislative package for flood insurance that will allow citizens on a fixed income to pay monthly rather than annual premiums.

Mr. Ellis James spoke in regards to a Smithsonian 2016 publication, *Black in America*, which retraces the history of citizens of color in the United States. He suggested that a copy of this publication be placed in the libraries of the various cities that govern the citizens of Hampton Roads.

Election of HRPDC Treasurer

Mr. Robert Crum congratulated Commissioner Marcus Jones for his new position as City Manager in Charlotte, NC. He stated that Marcus Jones's departure leaves a vacancy for the position of Treasurer. Last month the Commission approved Dr. Ella Ward from Chesapeake as Chair, Commissioner Michael Hipple of James City County as Vice Chair, and Mr. Crum to serve as the Secretary. Mr. Crum recommended Commissioner R. Randy Martin, City Manager of Franklin, to serve as the HRPDC's treasurer for the coming year. He stated that he spoke with Mr. Martin in regards to this appointment, and he agreed to accept this appointment if it is the will of the Commission. Mr. Crum provided that recommendation to the Commission for consideration and action.

Chair Ward called for a motion to appoint Commissioner R. Randy Martin to serve as Treasurer for the HRPDC. Commissioner Barry Cheatham Moved to approve the appointment of Randy Martin; seconded by Commissioner Kenneth Wright. The Motion Carried.

Executive Director's Report

Mr. Crum discussed the poverty forum and informed the Commission of the time, location, and organization that will be presenting at the event. Mr. Crum reported the HRPDC has hired Mr. Keith Cannady for the Deputy Executive Director's position; he will start December 1, 2016. Mr. Crum noted a one page summary included in the agenda in regards to the legislative priorities approved by the Commission.

Approval of Consent Items

Mr. Crum highlighted the following items in the Consent Agenda for approval:

- A. Meeting Minutes – October 20, 2016 Annual Commission Meeting
- B. Treasurer's Report of September 2016
- C. Transcribed Public Comments – October 20, 2016 Annual Commission Meeting

Mr. Crum stated that there was a request from a Commission member to remove the Virginia Working Waterfronts Plan from the agenda. The topic will be presented in January.

Chair Ward called for a motion to approve the Consent Agenda with the removal of the Virginia Working Waterfronts Plan. Commissioner Randy Keaton Moved to approve the Consent Agenda; seconded by Commissioner Tyrone Franklin. The Motion Carried.

(Commissioner Mamie Johnson arrives)

Joint Land Use Study (JLUS)

Mr. Benjamin McFarlane briefed the Commission on the Joint Land Use Study (JLUS). He stated that the JLUS is funded by the Office of Economic Adjustment (OEA), which is a part of the Department of Defense. Funding is provided to encourage local governments to work closely with military installations to develop and implement measures that prevent the introduction of incompatible civilian development that may impair the continued operational utility of the military facilities. Mr. McFarlane stated that the process is as follows:

- A military facility nominates a community to apply or receive grants from the OEA
- The chosen community prepares and submits the application
- The OEA funds the project
- The community either conducts the work themselves or solicits a firm to do the work

Mr. McFarlane informed the Commission of the projects that have been completed and the projects that are still under development. He briefed the Commission on previous projects within Hampton Roads for the cities of Norfolk, Virginia Beach, Chesapeake, and Hampton. Currently, the HRPDC is serving as the project sponsor and manager for a JLUS with the cities of Norfolk and Virginia Beach to address the potential impacts of flooding and sea level rise on Navy operations and readiness.

Staff recommends that the Commission authorize the Executive Director to award a contract to a consultant agreed upon by the HRPDC staff and the cities of Norfolk and Virginia Beach for an amount not to exceed grant funding awarded by the OEA.

Commissioner Tyrone Franklin Moved to approve the item; seconded by Commissioner Thomas Shepperd. The Motion Carried.

Envision Hampton Roads

Ms. Jai McBride, HRPDC Principal Regional Planner, briefed the Commission on the history, accomplishments, and next steps of Envision Hampton Roads. She stated that according to the Code of Virginia, the HRPDC is required to develop a regional strategic plan that includes goals and strategies to meet those goals, and tools for measuring process. In February 2013, the HRPDC recognized the importance of having a strategic plan in place and authorized staff to begin work on Envision Hampton Roads. The goal of Envision is to create a road map for the region's future. Ms. McBride presented a list of steps that were taken during a two year community engagement process where staff was able to identify and establish goals for six regional priorities:

- **Regional Economic Health and Job Creation** - Develop a regional economic strategy, attract new businesses, expand existing businesses, and encourage home-

grown businesses. Outline the necessary programs and infrastructures needed to support job creation such as affordable housing, roads, water and sewer. Explore public-private partnerships, revenue sharing opportunities, and build on existing shared services.

- **Education and Training** - Increase efforts that are geared toward improving early childhood education, K12 education, and local education; provide residents with access to libraries and technology, encourage better collaboration between the business community, workforce investment boards, and education systems to ensure the region's workforce skills matches the needs of businesses.
- **Diverse Community** – Promote factors that contribute to the diversification of Hampton Roads, and invest in community engagement projects.
- **Healthy Community** – Develop a regional initiative that promotes a healthy community, promote the social and economic benefits of living in a healthy and productive community, examine and explore components that contribute to regular physical activities such as nutrition and access to healthy foods, tobacco and substance abuse prevention, mental health, access to health care and functional and affordable housing.
- **Living with our Environment** – Capitalize on the unique geography and natural assets while ensuring protection, continue efforts for coastal resiliency, sea level rise, flood mitigation, water management, stormwater management, wastewater, water supply, recycling and environmental education and awareness initiatives. Continue protecting the region's environment by designating emergency management and disaster recovery efforts and strategies. Work collaboratively to promote sustainable building practices, renewable energy and water quality protection.
- **Transportation** – Support a multi-modal transportation system with provisions that support automobile, freight, air and rail, public transportation, biking, and walking. Support a variety of transportation strategies that include congestion management techniques, bike and pedestrian trails, passenger rail, and expansion of light rail.

In conclusion, Ms. McBride informed the board of the next phase of Envision Hampton Roads, which is to establish the action strategies for each of the priorities, and to develop performance measures and indicators on a regular basis in order to track progress.

Mr. Crum stated that the action staff is requesting is for the Commission to approve the item as a regional strategic plan as required by Virginia Code.

Commissioner Shepperd asked why the Commission was moving forward with Envision Hampton Roads when the localities had dissolved the previous organization responsible for the regional plan and some of the localities had subsequently created their own economic health and job creation plans. He stated that he wants to ensure that the Commission was not working on something that is already in place.

Mr. Crum noted that Envision Hampton Roads provides a more general regional strategic plan for Hampton Roads. It would complement rather than duplicate local planning efforts. As an example, under Job Creation, Mr. Crum referred to the action taken by the Commission, where the HRPDC had individual localities request a Regional Comprehensive Economic Development Strategy (CEDS). The CEDS will not be redundant of anything happening at a local level, but would work in collaboration with all the economic development entities. Mr. Crum noted that without a CEDS, there are cities within the region that cannot apply for funding through the U.S. Economic Development Administration (EDA). To address this, staff would create a draft plan and then bring it back to the Commission with a recommendation to approve the plan. The Commission had a CEDS, but the CEDS was never updated. Now it is not recognized as a viable strategic plan. The HRPDC staff will take the existing work, update it, bring it back to the Commission for approval and propose that the work be submitted so that the region can become eligible for federal funding.

Commissioner Shepperd stated that he does not want the HRPDC to start on something, and then end up inadvertently voting for something that the Commission will not support.

Chair Ward stated that the region has seventeen cities and counties working toward one goal which gives the Commission a stronger voice when applying for assistance.

Commissioner Randy Wheeler stated that the strategies, tactics, measures, and responsible parties are things necessary to make a plan that would probably be agreed upon by most people and translated into a discernable action. He stated that was not presented, and it is premature to adopt a plan without an implementation component. He suggested the plan be postponed until it has been completed.

Ms. McBride stated that this is a phased approach. Currently, staff is asking for the endorsement of the six priority areas. The next step is Phase II during which working groups will be created around each priority. The working groups will identify action strategies, and come up with measures to track the progress of each priority. Ms. McBride stated that as of now, the HRPDC is focused on establishing Phase I and will come back to the Commission with Phase II which will be the action strategy.

Mr. Crum stated that the HRPDC staff agrees with the critical need to identify action steps, so it is beneficial to have the Commission's endorsement of the selected priorities. He informed the Commission of the significant amount of public involvement received through this process and stated that the HRPDC is planning to utilize the staff's time to create

workgroups with people that work in the area of each individual priority and collaborate to come up with action strategies. He also noted that the HRPDC will need the Commission to critique and propose how to move the implementation steps forward. Ms. McBride is asking for approval of the framework of Envision Hampton Roads.

Mr. Shepperd asked how the strategic effort would address broad topics such as the requirements for power, communications, and security. Chair Ward stated that transportation and education are very broad topics, but the Commission is certainly working together to address these issues. The HRPDC will come back to the Commission with a specific strategy.

Commissioner Bryan Hill suggested that the Commission put the item aside and come back with specific guidelines that the HRPDC can present to the board, and then move forward as opposed to getting into a debate. Mr. Crum stated that it would be helpful to know if the priority areas will be endorsed before the HRPDC staff spends a lot of time on the priority areas. He asked that the Commission endorse the plan and direct staff to come back with more details. He suggested working with the CAO Committee on implementation actions. Commissioner Hill agreed that working with the CAOs to shape the plan would be ideal.

Commissioner Shepperd asked if the plan was something that was going to be developed in order to develop something else. He expressed concern about the application for federal grants, and asked for a timeline.

Mr. Crum stated that there is no deadline established for the project, but in terms of reporting, the region is required by state code to demonstrate that there is a regional strategic plan in place. If the Commission requires staff to add more detail to the plan in order to make it work, then that is something that the HRPDC can move forward on.

Commissioner Franklin suggested that the broader topics be identified within the six core areas, and asked the Commission to focus on those areas as a group. He stated that state code is the force that drives the need for the strategic plan and he supports it because it is important for the region.

Commissioner Louis Jones asked if there were any pending grants that the region would lose money on if the Commission does not approve the item. Mr. Crum stated that there are no pending grants for Envision Hampton Roads, but there are for CEDS. He stated that the Commission really needs to get a regional economic development strategy in place. There are cities that are not able to apply for funding so there is a critical nature to move forward with the CEDS. He informed the Commission that under the umbrella of job creation in Envision Hampton Roads, there is the recommendation for the regional CEDS.

Ms. McBride stated that she listed the priorities of what was discussed during the community input sessions. The categories were created to encompass more within each individual topic. Commissioner Wright recommended moving forward with the plan and

hone in on the priorities. He also stated that there could be major impacts under CEDS, and asked Mr. Crum if he could explain the impact of CEDS.

Mr. Crum explained that CEDS is recommended as a part of the Envision Hampton Roads strategy. Mr. Crum stated that if the Commission approves Envision Hampton Roads, then the organization would work with the CAOs on the implementation piece.

Commissioner Hill stated that if the Commission approves the item and allows the CAOs to hone in on the priorities, then he would recommend moving forward.

Chair Ward called for a motion to approve the Envision Hampton Roads Framework. Commissioner Wright Moved to accept the item; seconded by Commissioner Franklin. The Motion Carried with Commission Wheeler dissenting.

Urban Areas Security Initiatives (UASI)

Mr. John Sadler briefed the Commission on the strategy to reinstate Hampton Roads into the Urban Area Security Initiative program (UASI). He explained that UASI is a grant established after 9-11 to help high threat, high density, urban areas prevent, protect, respond to, recover from, and mitigate acts of terrorism. Eligibility for the grant is determined by the Federal Emergency Management Agency (FEMA) based on the top 100 metropolitan areas' populations. Mr. Sadler stated that Hampton Roads received \$36 million in grant funding beginning in FY 2007 and was removed from the program in FY 2012, with the exception of FY 2014 in which Hampton Roads received funding at the discretion of the Secretary of DHS.

Mr. Sadler briefed the Commission on a joint meeting between members of the Hampton Roads All Hazards Advisory Committee (AHAC), representatives of the Hampton Roads congressional delegation, legislative liaisons, and state and military facilities. He explained that the goal was to come up with a strategy to reinstate Hampton Roads into the UASI program, and to also unify all parties who attended the meeting. As a result of that meeting, the HRPDC was able to come up with a four-pronged strategy:

- Advocate for a higher percentage of the risk formula to be weighted for the national security index. Currently, this percentage is at 2% of the total risk formula. This is the component that considers military personnel numbers. Raising the national security index to 5% - 10% of the risk formula would better account for the military risks associated with the region.
- Support S1619 which returns discretionary funding ability to the DHS Secretary. This gives the Secretary the ability to fund urban areas that face risks that the formula does not adequately capture.
- Advocate for changes to the targeted infrastructure index to include more critical infrastructure sectors than the limited subset it currently considers. This index is

currently 10% of the total. Including maritime transportation assets could help increase the region's vulnerability score.

- Raise the congressionally prescribed funding limit of UASI regions composing 85% of the nation's risk to 90%. The introduction of the 85% limiting language resulted in Hampton Roads being excluded from receiving funding (with the exception of FY 2014 in which the DHS secretary had funding discretion). However, the region has traditionally been ranked very close to the cut-off line.

Commissioner Traci-Dale Crawford asked if there is a limited number of communities' allowed, or a limited budget for the program. She also asked if Hampton Roads is added on the list, would it eliminate anyone else.

Mr. Sadler stated that there is no limit in terms of communities or budget, but the language being based on equations does add a limit. For example, UASI's funding is based off the percent of the nation's risk factor which was lowered from 90% to 85%. That resulted in Hampton Roads being excluded from the list. Mr. Crum stated that Hampton Roads has the largest Naval Base in the world. He noted that the meeting referenced by Mr. Sadler produced a good regionally coordinated strategy. Mr. Crum directed the Commissioners to a two-sided card in their agenda which contains information on the UASI program and the HRPDC four-pronged strategy to pursue reinstatement.

Commissioner Wright asked what are the chances the strategy will have any success. Mr. Sadler described the landscape of terrorism and the threats the region faces today. He explained that San Diego and Orlando were previous urban areas who were removed after the risk factors were included. He stated that there is a good opportunity for some collaboration with other urban areas within the country.

HRPDC Three Month Tentative Schedule

Mr. Crum noted the three month tentative schedule.

Advisory Committee Summaries

Mr. Crum highlighted the Advisory Summaries section of the agenda.

For Your Information

Mr. Crum noted a letter from the HRPDC member jurisdictions regarding a FEMA requirement for permitting development in a Flood Plain.

Old/New Business

Commissioner Debbie Ritter asked about a schedule change for the meetings as discussed during the HRPDC retreat to allow for more discussion on regional issues. Chair Ward noted the HRPDC will move to its new meeting time beginning in January – 12:30 PM.

Adjournment

With no further business to come before the Hampton Roads Planning District Commission, the meeting adjourned at 10:35 a.m.

Ella P. Ward
Chair

Robert A. Crum, Jr.
Executive Director

FISCAL YEAR 2017
11/30/16
STATEMENT OF REVENUES AND EXPENDITURES
42% OF FISCAL YEAR COMPLETE

REVENUES	Annual Budget	Previous YTD	Current Month	YTD	% Received /Expended
STATE PDC REVENUE	\$ 151,943	\$ 75,971	\$ -	\$ 75,971	50%
DEQ	173,400	-	40,205	40,205	23%
HOUSING DHCD	375,780	14,500	-	14,500	4%
WATER QUALITY ASSESSMENT	504,000	504,000	-	504,000	100%
VDEM	150,227	-	-	-	0%
UASI **	19,000	-	315,623	315,623	1661%
Local Jurisdiction Membership Dues	1,372,414	604,124	36,673	640,797	47%
Local Jurisdiction Programs	1,688,854	1,033,997	15,112	1,049,108	62%
HRMFFA	30,000	15,000	-	15,000	50%
JLUS	232,472	-	-	-	0%
SALES, INTEREST & MISC	53,700	12,347	5,442	17,789	33%
VDOT-PL SEC 112	2,260,812	-	441,353	441,353	20%
HRTAC	136,000	-	24,557	24,557	18%
VDRPT 5303	745,374	-	139,643	139,643	19%
SP&R	58,000	-	13,183	13,183	23%
SPECIAL CONTRACTS/ DEFERRED	1,303,090	-	-	-	0%
Total Revenue	<u>9,255,066</u>	<u>2,259,939</u>	<u>1,031,790</u>	<u>3,291,729</u>	36%
EXPENDITURES					
PERSONNEL	\$4,613,511	\$1,207,661	\$ 260,233	\$1,467,894	32%
STANDARD CONTRACTS*	189,360	3,729	-	3,729	2%
SPECIAL CONTRACTS/PASS THROUGH*	3,280,182	552,621	196,556	749,177	23%
OFFICE SERVICES*	1,172,013	49,859	22,017	71,876	6%
INDIRECT COSTS*	-	245,867	124,613	370,479	0%
Total Expenses	<u>9,255,066</u>	<u>2,059,737</u>	<u>603,419</u>	<u>2,663,156</u>	29%
TOTALS	<u>\$ -</u>	<u>\$ 200,202</u>	<u>\$ 428,371</u>	<u>\$ 628,573</u>	

* -Budget amount is in the above three categories.

** -Budget being amended

**HAMPTON ROADS PLANNING DISTRICT COMMISSION
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
FY2017 SUMMARY BUDGET AMENDMENT**

	FY2017 APPROVED ORIGINAL BUDGET					Previous AMEND	Current AMEND	FY2017 PROPOSED AMENDED BUDGET				
	TOTAL BUDGET	TPO PASS-THRU	PDC PASS-THRU	TPO OPER BUDGET	PDC OPER BUDGET			TOTAL BUDGET	TPO PASS-THRU	PDC PASS-THRU	TPO OPER BUDGET	PDC OPER BUDGET
REVENUES												
Local Contrib. Mbr Dues (Note 1)	1,372,414			300,306	1,072,108			1,372,414			300,793	1,071,621
Local Assessment to Projects	1,690,995		786,934		904,061	(2,141)		1,688,854		785,607		903,247
Local Special Assessments to Projects	534,000		500,000		34,000		(12,200)	521,800		500,000		21,800
Miscellaneous Other	34,500				34,500			34,500				34,500
HRMFFA	30,000				30,000			30,000				30,000
HRTAC	136,000			68,000	68,000			136,000			68,000	68,000
State Allocation to PDCs (Note 2)	151,943				151,943			151,943				151,943
Federal & State Grants												
Transportation	3,012,756	402,500		2,610,256	0		51,430	3,064,186	449,546		2,614,640	0
Planning District	389,627		215,500		174,127	213,856	472,328	1,075,811		696,261		379,550
Deferred Revenues from Prior Years	975,919		810,919		165,000		383,501	1,359,420		1,034,257		325,163
TOTAL OPERATING REVENUE	8,328,154	402,500	2,313,353	2,978,562	2,633,739	211,715	895,059	9,434,928	449,546	3,016,125	2,983,433	2,985,824
EXPENDITURES												
Personnel	4,558,653			2,261,586	2,297,067	19,522	35,054	4,613,229			2,271,262	2,341,967
Standard Contracts (Note 4)	193,160			96,794	96,366			193,160			96,794	96,366
Special Contracts (Note 5)	165,942			77,527	88,415	6,450	1,037	173,429			77,527	95,902
Consulting Svcs (Pass-Through)	2,715,853	402,500	2,313,353	0	0	134,173	615,645	3,465,671	449,546	3,016,125	0	0
Operating Schedules (Note 6)	694,546			542,655	151,891	51,570	243,323	989,439			537,850	451,589
TOTAL EXPENDITURES	8,328,154	402,500	2,313,353	2,978,562	2,633,739	211,715	895,059	9,434,928	449,546	3,016,125	2,983,433	2,985,824

Note 1: Reduced in FY2013 to \$0.80 per capita; Note 2: Reduced from a high of \$325,472 in FY2004; Note 3: Funding for 45 Full-Time and 1 Part-Time positions;
Note 4: Includes space, insurance, equip rental, maint & repairs, legal and audit; Note 5: includes internet/web hosting & design, recycling, public involvement;
Note 6: include hospitality, consumables, equipment, furniture, copy costs, telephone, memberships, travel, contingencies, etc.

**Transcribed Public Comments of the
November 17, 2016 HRPDC Executive Committee Meeting**

Ms. Donna Sayegh: *Good Morning. My name is Donna Sayegh and I live in Portsmouth. One of the five principles of liberty that the Foundation of American Christian Education teaches is the principle of local self-government versus expanding centralization of power. The Hampton Roads Planning District Commission is a regional government which is expanding centralization of power. Its goals is to take away our local government's self-governing power. Federal regionalism is the abolishment of local government, abolishment of state and county government by the institution of regionalism. Centralization of power must be stopped because centralized power in the federal government is resulting in loss of states' rights. The loss of states' rights are necessary for the success of a one world government. The United States Constitution Article IV, Section 3, Paragraph 1 reads: "New states may be admitted by Congress into this Union; but no new state shall be formed or erected within the jurisdiction of two or more states or parts of states without the consent of the Legislatures of the states concerned as well as Congress." The rule of law did not stop. President Nixon, on March 27, 1969, through the Government Reorganization Act, he divided the United States into 10 regions. By this Act, he destroyed state borders to create ten regions instead of fifty states. President Lyndon Johnson opened the door for President Nixon's Reorganization Act. Johnson made the Model Cities Acts of 1966. This Act requires that a broad spectrum of public facilities type projects which seek federal funds must be brought under the aegis of area-wide Regional Comprehensive Planning Agencies, which is the clearing house system. Right now, citizens all over the state are fighting to preserve our local governments from the takeover of the federal government. We have multiple examples of regional takeover in the consent agenda for today. No citizens were engaged in planning this agenda. It was made up by the Director alone. For example, Virginia Working Waterfronts, the director has made the decision for our local government and also all District Commissions without the citizens' consent. The HRPDC has taken our intellectual property and saying the citizens of the region can't preserve our working waterfronts. The Joint Land Use Study wants to tell our local government to work with military installations to prevent incompatible civilian development. How much is this going to cost and who is going to pay for it? What is HRMFFA doing about this? Envision Hampton Roads first Strategy plan. And then the Urban Area Security Initiative is all about the federal government and also to get money.*

Mr. Frank Papcin: *Good morning. I'm glad to see that you're all smiling. Anyways, I only have a couple of things today. One is information. Norfolk received a whole bunch of money, millions, to do a boardwalk. We know that they asked for it and we know that they got it but, we haven't heard another word about it since. What I'd like to hear is what has been developed with this money? The second thing I would like to bring up today is this paper talking about military security. The question that comes to my mind immediately is the fact that we have 80,000 troops sitting up there in Norfolk Corner with only one highway to get them out of there. The Commission refused, or postponed giving them the second way in and out of that base using a highway. That highway is the original Patriots Crossing that went straight across to 646, from 56. That would have given them a second exit. That would have improved the security of our region. It would have given the military a means of transporting*

themselves in and out of that base more conveniently and more quickly. You decided that you didn't want to do it, and I think that's a big mistake. That's my two comments. Thank you.

Mr. Mark Geduldig-Yatrofsky: *Good Morning Madam Chair, Honorable Commissioners, fellow citizens. Last month, I brought you a partially formed idea relative to making flood insurance more affordable for more people within the region. After some additional reflection, I came up with one concrete step that would incur no expense for the localities, but could be helpful to a number of our citizens. That would be to put into your respective federal legislative packages a proposal that flood insurance premiums would be payable monthly rather than annually. Now, this is not an issue for a lot of people because those who live in flood zones and have mortgages are having their flood insurance, their mandatory flood insurance premiums, escrowed, and so they come out monthly with their regular mortgage payments. There are a lot of people, particularly older people who have paid off their mortgages, or people who have inherited their properties from family members that have no mortgage liability. So when their federal flood insurance premiums come due, it's the whole premium payable in advance. What I would like to see is the federal flood insurance program restructured to allow those people to pay in monthly increments. Oftentimes, especially if you're in a prime flood zone, the premium is more expensive than your local taxes. For people on fixed incomes and limited resources, this becomes a burden that they cannot bear. They will go without flood insurance rather than attempt to find the money every year to pay it in one lump sum. So I would ask you to consider this in your respective localities adding this to your federal legislative packages. Thank you.*

Mr. Ellis James: *Thank you, Dr. Ward. My name is Ellis W. James. I reside at 2021 Kenlake Place in Norfolk, Virginia. At a time when we're going to have to learn to live with each other with respect and accurate facts to deal with, I'd like to urge each of you in your various cities and counties to be sure and get the Smithsonian issue September 2016. It's a very important Black in America issue, which retraces the history of our citizens of color in the United States and the great migration that took place. So we're talking about the 19, early 19 hundreds. We're talking about the past. I have read a lot of things in my lifetime, even as young as I am, and this issue is the first very comprehensive assessment of how we got where we are now, of what we need to be aware of and how we can apply it in our everyday governances as well as our lives. I would urge you to secure a copy of this. I don't think anyone will have any difficulty. There is an area in this magazine, and you can just Google it up and find the information and how to secure a copy. It would certainly be in my opinion worth having in your library, especially in your various offices where you govern our citizens. I think it would be an excellent reference material. Thank you, Madam Chair.*

**A Proclamation of Regional Consensus
From the Hampton Roads Region
Requesting the Assistance of the State and Federal Governments
to Secure Funding for the Completion of Critical Infrastructure
to Support the Hampton Roads Economy**

WHEREAS, the Hampton Roads Region plays a critical role in support of the east coast and national economy through the location of the Port of Virginia, with nearly 23 international shipping lines offering direct, dedicated service with connections to 100 plus countries, and

WHEREAS, the Hampton Roads Region plays a key national security role and is home to 24 military installations, including the largest naval base in the world, and approximately 145,000 highly trained uniformed and civil service Department of Defense personnel, and

WHEREAS, almost 20 percent of all shipbuilding and repair in the United States occurs in Hampton Roads, with the federal government responsible for the vast majority of this work, and

WHEREAS, the Hampton Roads Region's coastal setting and nationally significant historic sites provide unparalleled tourism opportunities that fuel the Commonwealth of Virginia's hospitality industry and offer tourism destinations for national and international visitors, and

WHEREAS, the Hampton Roads Region is an important part of the emerging Urban Crescent and requires transportation connections to this emerging economic corridor to support its national defense and economic assets, and develop a diverse and prosperous economy.

NOW THEREFORE, BE IT RESOLVED that the Hampton Roads Region stands united in requesting assistance from its State and Federal delegations to complete the following projects that are critical to the future of the Region and the nation's economy and national security:

- Completion of improvements to Interstate 64 from Hampton Roads to Richmond, connecting the aforementioned regional assets to the Interstate 95 corridor.
- Improved passenger rail service from Hampton Roads to Richmond, and the emerging northeast passenger rail corridor.
- Completion of dredging to deepen and widen the Region's harbor channel to support post-Panamax container ships, while maintaining safe and secure mobility of Navy and Coast Guard assets.

BE IT FURTHER RESOLVED, that the undersigned parties stand ready to develop regional consensus and support around other measures that will strengthen the quality of life and regional economy of Hampton Roads.

Agreed to by the following government, business and nonprofit leaders of the Hampton Roads Region: