

Hampton Roads Planning District Commission
Executive Committee Meeting
Summary Minutes of June 16, 2016

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

Commissioners:

Clyde Haulman, Chairman (WM)
Dr. Ella P. Ward, Vice Chair (CH)
James Baker (CH)
Debbie Ritter (CH)
Barry Cheatham (FR)
Randy Martin (FR)
Mary Bunting (HA)*
George Wallace (HA)
Sanford B. Wanner (IW)
Michael Hipple (JC)
McKinley Price (NN)
Mamie B. Johnson (NO)
Lydia Pettis Patton (PO)

Traci Dale Crawford (PQ)
J. Randall Wheeler (PQ)
Barry Porter (SH)
Peter Stephenson (SM)
Linda Johnson (SU)
Patrick Roberts (SU)
Tyrone Franklin (SY)
Louis R. Jones (VB)
Amelia Ross-Hammond (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:

Lynn Allsbrook, Donnie Tuck (HA); Rudolph Jefferson (IW); Jason Purse (JC); Jeff Raliski, Ron Williams (NO); Spencer Norman, Cindy Rohlf, Bryan Stilley, Jerri Wilson (NN); Bob Baldwin, Sherri Neil (PO); Kyle Cherry, Dannan O'Connell (PQ); Bob Matthias (VB); Jeff Wassmer (YK); Cathy Davidson (Albemarle Commission Regional Council of Government); Cathy Aiello (Aiello Enterprises); Frank Papcin (CTAC); Mark Geduldig-Yatrofsky (Portsmouthcitywatch.org); Ellis James (Sierra Club Observer); Citizens: Donna Sayegh; Staff: Randy Keaton, Kelli Arledge, Shernita Bethea, Nancy Collins, Katie Cullipher, Andrea Gayer, Kathlene Grauberger, Greg Grootendorst, Whitney Katchmark, Sara Kidd, Sharon Lawrence, Mike Long, Jai McBride, Ben McFarlane, Camelia Ravanbakht, John Sadler, Tiffany Smith, Jill Sunderland, Joe Turner, Chris Vaigneur.

Special Presentation – Resolutions of Appreciation to Clyde A. Haulman, Paul D. Fraim and George E. Wallace

HRPDC Vice Chair, Dr. Ella Ward, on behalf of the Hampton Roads Planning District Commission (HRPDC), presented Resolutions of Appreciation to Williamsburg Mayor Clyde A. Haulman, Norfolk Mayor Paul D. Fraim and Hampton Mayor George E. Wallace for their many years of service and contributions to the HRPDC. Mayor Haulman, also speaking on behalf of Mayors Fraim and Wallace, expressed his gratitude to the members of the HRPDC and stated it had been his pleasure to work with them and serve Hampton Roads.

Approval/Modification of Agenda

Chairman Haulman requested any modifications or additions to the agenda. Hearing none, Commissioner McKinley Price Moved to approve the agenda; seconded by Commissioner Barry Cheatham. The Motion Carried.

Submitted Public Comments

Chairman Haulman indicated there were no Submitted Public Comments.

Transcribed Public Comments for the May 19, 2016 Meeting

Chairman Haulman highlighted the Transcribed Public Comments from the May 19, 2016 Executive Committee Meeting.

Public Comment

Ms. Donna Sayegh, Portsmouth Citizen, conveyed her displeasure with the HRPDC agenda in that it was developed without input from citizens. Additionally, she expressed a need for training to educate citizens on how they are being represented by the HRPDC.

Mr. Ellis James, Norfolk Resident, voiced concerns regarding the Fair Medicare Payments Act of 2016, coal ash ponds seepage and the potential for the contamination of drinking water from Lake Gaston, and the effects of the Zika virus.

Mr. Frank Papcin, Virginia Beach Citizen, expressed his concerns regarding development in Hampton Roads and the repercussions it has on the local environment and the ability to absorb excess water.

Nominating Committee Report

Chair Haulman presented the recommendations from the Nominating Committee to the Commission to fill his unexpired term as Chairman and to elect a new Vice Chair. It was recommended that Dr. Ella Ward from Chesapeake assume the role of Chair and Mr. Michael Hipple from James City County would serve in the role of Vice Chair.

Commissioner George Wallace Moved to approve the recommendations of the Nominating Committee; seconded by Commissioner Traci-Dale Crawford. The Motion Carried.

Executive Director's Report

Mr. Robert Crum, HRPDC/HRTPO Executive Director, reported the Public Relations Society of America recently issued their pinnacle awards, and HRPDC staff received four awards from the association. Mr. Crum recognized two initiatives of the askHRgreen environmental education programs - a video entitled "What Does Water Mean," which took a first place award and the Green Living Magazine, which took a second place award. The *Little Book of Big Data* was recognized with a second place award for publications, and the Envision Hampton Roads video released at the annual retreat, was recognized with a second place award.

Approval of Consent Items

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

- A. Meeting Minutes – May 19, 2016 Executive Committee Meeting
- B. Transcribed Public Comment – May 19, 2016 Executive Committee
- C. Treasurer's Report of April 2016
- D. FY 2016 Budget Amendments
- E. Consultant Services Contract – Special Legal Consultant on Stormwater Matters
- F. Consultant Services Contract – Regional and Environmental Planning and Analysis
- G. Consultant Services Contract Task Order – Sanitary Sewer Overflow Reporting System (SSORS) Support
- H. Consultant Services Contract Task Order – Permit Application and Review System (PARS) Support
- I. Consultant Services Contract Task Order – Hampton Roads Fats, Oils and Grease Online Certification (HRFOG.com) Support
- J. Urban Areas Security Initiative Contract for the Purchase of Regional Communications Test Equipment
- K. Contract for Management of Information Technology Services

(Commissioner Mary Bunting arrives)

Vice Chair Ward Moved to approve the consent items; seconded by Commissioner Linda Johnson. The Motion Carried.

Hampton Roads Regional Benchmarking Study

Mr. Greg Grootendorst, HRPDC Chief Economist, briefed the Commission on the 11th edition of the *Regional Benchmarking Study*. The publication includes a locality profile for each of the 17 Hampton Roads jurisdictions as well as graphical illustrations for over 150 regional benchmarks covering the economy, demographics, real estate, regional labor force, income, education and a variety of additional quality of life indicators.

Mr. Grootendorst stated the region, when compared to 36 similar-sized metropolitan areas, ranks first in regards to percentage of the labor force in the armed forces and fourth with respect to those who work outside their county of residence. Many of the comparable metropolitan areas have a higher median age, while Hampton Roads has a relatively young population with a median age of 35.5 years. Additionally, the region has the lowest disparity of income as it ranks last in the Gini Coefficient category, a measure of income equality.

The Commission was provided a series of graphs depicting the region's economy, and Mr. Grootendorst indicated that Hampton Roads ranks 35th out of the 36 metro areas in terms of employment growth over the past three years.

Median family income represents the general well-being of households, and figures have remained fairly constant over the last eight years. Regionally, Hampton Roads families have maintained their income level better than median family incomes at the national level.

Tourism continues to be a vital part of the Hampton Roads economy and shows consistent, albeit slow, growth. Additionally, Hampton Roads has a greater share of retail employment than many of the region's comparable metropolitan areas, mainly due to the area's tourism industry.

Mr. Grootendorst stated Hampton Roads' graduation rate has steadily grown over the past five years, reflecting steady progress in the region's school systems. Additionally, the percentage of individuals regionally with at least a high school equivalence is even higher than the graduation rate, reflecting this region's ability to recruit workers. College education plays a strong role for the entire region's growth prospects. When compared to localities across the Commonwealth, local per pupil spending in Hampton Roads does not compare favorably. However, Hampton Roads does fare better than other localities in Virginia in terms of receipt of state funding for public education.

Commissioner Thomas Shepperd asked for clarification on Hampton Roads' receipt of state support in the area of public education and the statement the Hampton Roads is faring well. Mr. Grootendorst explained that although not ideal in terms of state support, Hampton Roads fares better than other regions in Virginia. While individual local experiences may vary, as a region, Hampton Roads is doing better than other areas.

Lastly, Mr. Grootendorst highlighted the Gini coefficient which measures a region's income equality. Hampton Roads has an extremely low level of income inequality, with the lowest Gini coefficient of the comparable metro areas.

Commissioner Shepperd asked how the information from the Bureau of Labor Statistics regarding employment in the leisure and hospitality industries compares to the data from the Virginia Tourism Corporation. Mr. Grootendorst replied that it compares remarkably well.

Chairman Haulman asked Mr. Grootendorst to describe what he determined to be highlights of the study as well as areas of concern.

Mr. Grootendorst replied that two areas of concern were employment growth and education. The extremely modest growth in employment in Hampton Roads in recent years is a trend that the region cannot afford to continue. Additionally, education is an area where a region can see one of its biggest returns on investment. When Hampton Roads' graduation rates do not compare well to other metro regions or to other areas of the state, it is a cause for concern. Mr. Grootendorst reiterated an important finding within the study – Hampton Roads has the lowest disparity of income and ranks last in the Gini-Coefficient category, which points to a high quality of life in the region.

Commissioner L. Johnson asked if the study examined how the region can best help its citizens obtain the jobs the localities are working to bring to Hampton Roads. Mr. Grootendorst replied that this report in particular did not look at that specifically. However, information in the education section of the report could assist in addressing this concern.

Commissioner Lydia Pettis-Patton highlighted the importance of median household income and education in addressing quality of life issues in a region.

Commissioner Shepperd Moved to approve the release of the 2016 *Regional Benchmarking Study*; seconded by Commissioner L. Johnson. The Motion Carried.

Annual Work Program

Mr. Randy Keaton, HRPDC Deputy Executive Director, presented the Work Program (WP) for the upcoming fiscal year which outlines the work activities HRPDC staff will undertake in support of the Commission and member localities. Mr. Keaton highlighted the following core programs in the WP:

- Economics
- Emergency Management
- Housing
- Public Information & Community Affairs
- Planning
- Water Resources

In addition, new activities to be undertaken by HRPDC staff during the upcoming fiscal year include:

- Development of a 2045 Long-Range Socioeconomic Forecast in support of the HRTPO
- Development of a Comprehensive Economic Development Strategy (CEDS) for Hampton Roads

- Come Home to Portsmouth Program Assistance to expand homeownership opportunities to low and moderate income households in the City of Portsmouth through down payment and closing cost assistance
- Creation of a Hampton Roads Regional GIS Program
- Regional Solid Waste Management Planning in support of the localities in SPSA
- Public Access Projects in the City of Norfolk and Isle of Wight County
- Two joint land use studies funded through OEA and the Department of Defense which will focus on identifying the impact of flooding and sea level rise on the jurisdictions and how it affects the operations and readiness of the Navy installations
- Regional Strategic Plan for Public Access to the Region's Waterways with a special emphasis on providing access in underserved areas

Commissioner Shepperd Moved to approve the Work Program for fiscal year 2017; seconded by Vice Chair Ward. The Motion Carried.

HRPDC Recommended Governance Approach

Chairman Haulman noted that due to time constraints, Agenda Item 11 – HRPDC Recommended Governance Approach – would be postponed until the July meeting.

Three Month Tentative Schedule

Chairman Haulman reviewed the Three Month Schedule section of the agenda and reminded the Commission the August meeting is cancelled.

Advisory Committee Summaries

Chairman Haulman highlighted the Advisory Committee Summaries section of the agenda.

Old/New Business

Chairman Haulman indicated there was no old or new business.

Adjournment

With no further business to come before the Hampton Roads Planning District Commission, the meeting adjourned at 10:33 a.m.

Ella P. Ward
Chair

Robert A. Crum, Jr.
Executive Director

Transcribed Public Comments of the June 16, 2016 HRPDC Executive Committee Meeting

Three people addressed the Hampton Roads Planning District Commission on June 16, 2016:

Donna Sayegh: *Good morning. My name is Donna Sayegh, and I live in Portsmouth. First on the agenda are contracts and the amount of money for which the taxpayers are paying. Next on the agenda is the Hampton Roads Regional Benchmarking Study. The Regional Cooperation Act of the Code of Virginia calls for the PDCs to collect and maintain demographic, economic, and other data concerning the region and member localities, and act as a state data center affiliate in cooperation with the Virginia Employment Commission. The study includes a locality profile for the 17 jurisdictions as well as graphical illustrations for over 150 regional benchmarks covering the economy, demographics, real estate, transportation, education, government finances, and various quality of life indicators. Therefore, the Hampton Roads Planning District Commission staff will undertake the work activities outlined. Then the regional Chief Administrative Officer's committee gave the Planning District Commission a proposal to change the governance. The regional Chief Administrative Officers want the HRPDC to formalize a procedure so they can review and make recommendations on items before they move forward to the HRPDC. Meet, maintain the current personnel and budget committee to give guidance to the HRPDC Executive Director on its operational issues. This agenda was created without citizens' inputs. This agenda has information that has not been explained to the citizens. There is no communication with the people who are footing the bill to provide us with the services this commission is supposed to be providing. The Planning District Commissions are voluntary associations of local governments that provide a variety of technical and programmatic assistance to the localities relating to issues of regional significance. The Planning District Commission are intended to foster intergovernmental cooperation by bringing together local elected and appointed officials and involve citizens to discuss common needs and determine solutions to regional issues. The Regional Cooperation Act requires that each PDC to complete a regional strategic plan with input from elected appointed for its member localities, the business community, and citizen's groups. I'm almost finished. At the annual retreat in April, I didn't see the business community and any citizens groups. I am having a really hard time trying to understand how this group is helping our local government when the elected and appointed in our city does not even attend any civic league meetings or the council of civic league meeting to get our input and explain what the purpose of this body. This body needs to have some training classes to educate the working people how they are being represented and governed. Thanks for listening.*

Ellis James: *Thank you, Mr. Chairman; members of the commission. My name is Ellis W. James. I reside at 2021 Kenlake Place in the city of Norfolk. This has been a tough week in many respects and many ways for a lot of people in our country, and I hope that each of our communities and each of us individually will keep in mind the tragic losses and injuries that people have suffered, but I want to be sure that in all the hubbub and blanket coverage of the news that we not lose sight of several things that are happening in the Commonwealth of Virginia that are extremely important as well with as a spillover, no pun intended, in terms of North Carolina. How many of you have heard of the Fair Medicare Payments Act 2016? Our two state senators in the Commonwealth of Virginia are pushing hard to try to get that important item squared away legislatively. I'll give you a quick example. Lee County Hospital closed because of the failure to get*

the payments that are supposed to come through and flow, and so each one of our counties and small towns, as well as big cities, ought to be paying close attention to that issue. If you didn't notice, in the paper, all of the papers in Hampton Roads covered the issue of the study that is now being conducted in North Carolina by the scientists to deal with the coal ash ponds' seepage and contamination of drinking water. We here in Hampton Roads are not immune to that. Each of you knows about the Lake Gaston pipeline and its importance to all of our communities in the eastern part of the Commonwealth of Virginia. One last item. For those of you who might think that the Zika virus is not something we need to worry about, I would reference to you a very important story with lots of facts and data that was carried several days ago on NPR. Puerto Rico is now ground zero for the infections. It's coming our way. The strain of mosquitoes that are carrying it are quite different from the ones that you and I and our families swat on the beaches or on the trails when we're hiking. The estimate that really got my attention is that for every woman who has a child who suffers with the virus and develops or fails to develop with the brain and size of the head the way it needs to be, can cost over a lifetime approximately ten million dollars. That's ten million, folks. Think about Puerto Rico, they're already bankrupt. That could wipe out a couple of states. I would urge you, if you are in your communities driving, whether it's on the back roads of a county or some place in the hilly part of Virginia, if you see standing water and old tires and you know about groups that do river cleanups and so on, please urge them to get going and do the important thing, which is to identify where these mosquitoes can breed. Thank you, Mr. Chairman.

Frank Papcin: *You people represent your communities, and a lot of you people, what you do is planning, and as you turn around and plan all the different things that you plan on doing, your main goal is to increase the population of your city so that you can increase the services that you present to the people that live in your communities. But one of the things that needs to be taken into consideration is the repercussions of your development. Every time you turn around and build a house, you build a road, you build a store, you're taking away from the environment the ability to absorb water. Now, you're going to have a report given today on water recovery, runoff, this, that, all this is due to major construction, major building, major roads, major projects. The denser urban becomes the more runoff you have to deal with, and the more runoff that you have to deal with, the more expenses you have to incur. A lot of this runoff can be, with proper planning, alleviated. You don't have to consolidate the world into a small spot. Look at Washington, D.C. area. Look at their community, look at the commuting problems that they have. Regardless of how much they build the roads, how many metro systems they put in, how many bus systems they put in, they still did not accommodate the communities. On top of that, you have water runoff, and I are have no idea what they're doing to deal with it up there because I couldn't find any of the reports on it, but that's going to be reports that you're going to be giving today, and I would really like you to take into consideration the fact that you're going to have to deal with it, you're going to have to pay for it, and it's getting more and more expensive as more and more rules and regulations come out. And that's my presentation. Thank you.*

FISCAL YEAR 2016
5/31/16
STATEMENT OF REVENUES AND EXPENDITURES
92% OF FISCAL YEAR COMPLETE

REVENUES	Annual Budget	Previous Previous YTD	Current Month	YTD	% Received /Expended
STATE PDC REVENUE	\$ 151,943	\$ 151,943	\$ -	\$ 151,943	100%
DEQ	66,594	48,500	26,237	74,737	112%
HOUSING DHCD	39,000	27,350	-	27,350	70%
WATER QUALITY ASSESSMENT	504,000	420,000	-	420,000	83%
VDEM	432,719	132,695	-	132,695	31%
UASI	267,796	226,298	-	226,298	85%
Local Jurisdiction Membership Dues	1,366,800	1,366,800	-	1,366,800	100%
Local Jurisdiction Programs	1,535,069	1,499,603	76,410	1,576,013	103%
HRMFFA	24,000	15,100	-	15,100	63%
SALES, INTEREST & MISC	93,162	69,482	5,762	75,243	81%
VDOT-PL SEC 112	2,207,705	838,143	455,070	1,293,213	59%
HRTAC	152,000	67,658	21,409	89,067	59%
VDRPT 5303	978,076	371,713	253,777	625,490	64%
SP&R	72,500	36,616	17,970	54,586	75%
RSTP	10,000	4,059	67	4,125	41%
SPECIAL CONTRACTS/ DEFERRED	<u>1,526,709</u>	<u>1,513,188</u>	<u>-</u>	<u>1,513,188</u>	99%
Total Revenue	<u>9,428,073</u>	<u>6,789,146</u>	<u>856,701</u>	<u>7,645,848</u>	81%
EXPENDITURES					
PERSONNEL	\$ 4,570,037	\$ 3,583,821	\$ 367,914	\$ 3,951,735	86%
STANDARD CONTRACTS	234,555	164,262	13,727	177,989	76%
SPECIAL CONTRACTS/PASS THROUGH	3,910,207	1,695,708	78,644	1,774,352	45%
OFFICE SERVICES	<u>713,274</u>	<u>326,311</u>	<u>30,220</u>	<u>356,532</u>	50%
Total Expenses	<u>9,428,073</u>	<u>5,770,102</u>	<u>490,505</u>	<u>6,260,607</u>	66%
Agency Balance	<u>\$ -</u>	<u>\$ 1,019,044</u>	<u>\$ 366,196</u>	<u>\$ 1,385,240</u>	

HAMPTON ROADS PLANNING DISTRICT COMMISSION
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
FY2016 BUDGET - AMENDED

	APPROVED AMENDED	TPO PASS-THRU	PDC PASS-THRU	TPO OPS	PDC OPS	CURRENT AMENDMENT	NEW AMENDED	TPO PASS-THRU	PDC PASS-THRU	TPO OPS	PDC OPS
REVENUES											
OPERATIONS											
FEDERAL GRANTS	2,356,481			2,160,937	195,544	4,864	2,361,345			2,160,937	200,408
STATE GRANTS	273,934			273,934	0		273,934			273,934	0
STATE GRANT TO PDCs	151,943				151,943		151,943				151,943
LOCAL:											
Member Dues	1,366,797			301,368	1,065,429		1,366,797			286,434	1,080,363
Member Programs	637,732				637,732		637,732				637,732
Deferred from Prior Years	218,492				218,492		218,492				218,492
Other Local Programs	31,500				31,500		31,500		14,500		17,000
MISCELLANEOUS/Other Orgs	263,162			47,500	215,662		263,162			47,500	215,662
TOTAL OPERATIONS	5,300,041	0	0	2,783,739	2,516,302	4,864	5,304,905	0	14,500	2,768,805	2,521,600
PASS-THROUGH FUNDS											
FEDERAL GRANTS	1,064,346	453,781	610,565		0	14,500	1,078,846	453,781	610,565		14,500
STATE GRANTS	56,721	56,721			0		56,721	56,721			0
LOCAL OTHER	1,397,340		1,397,340		0		1,397,340		1,397,340		0
OTHER	6,000		6,000		0		6,000		6,000		0
DEFERRED FROM PRIOR YEARS	1,294,696		1,294,696		0		1,294,696		1,294,696		0
TOTAL PASS-THROUGH FUNDS	3,819,103	510,502	3,308,601	0	0	14,500	3,833,603	510,502	3,308,601	0	14,500
TOTAL REVENUE	9,119,144	510,502	3,308,601	2,783,739	2,516,302	19,364	9,138,508	510,502	3,323,101	2,768,805	2,536,100
EXPENDITURES											
PERSONNEL	4,570,037			2,327,040	2,242,997		4,570,037			2,327,040	2,242,997
STANDARD CONTRACTS	234,555			114,547	120,008		234,555			114,547	120,008
SPECIAL CONTRACTS	73,460			43,531	29,929		73,460			43,531	29,929
PASS-THROUGH ACTIVITY	3,819,103	510,502	3,308,601		0	14,500	3,833,603	510,502	3,323,101		0
OPERATING SCHEDULES	494,950			224,346	270,604	550	495,500			224,346	271,154
CONTINGENCIES/RESERVES	(72,961)			64,209	(137,170)	4,314	(68,647)			59,341	(127,988)
TOTAL EXPENDITURES	9,119,144	510,502	3,308,601	2,773,673	2,526,368	19,364	9,138,508	510,502	3,323,101	2,768,805	2,536,100

Local Salary Adjustments FY 12 through FY 17

Jurisdiction	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Final/Proposed	Comments (for FY 17)
Chesapeake	1.50%	0.00%	1.60%	3.00% or \$1,000	0.00%	2.50%	Final	GWI effective 7/1/16. Pay ranges moving 1.5%. Also proposing to continue our merit pay program through which approx. 10% of workforce receives a base pay increase of up to \$1,000 based on department recommendations.
Franklin	0.00%	0.00%	2.00%	0.00%	2.00%	2.00%	Final	Cost of living adjustment effective 12/1/16.
Gloucester	0.00%	2.00%	See note below	3% bonus (see comments)	0.00%	4.00%	Final	2% COLA effective 7/1/16; during July, bonus of .83% (calculated as a percentage of the 6/30/16 salary/wages); 2% COLA effective 12/1/16.
Hampton	Net 1 time perf pay; FT \$500; PT \$250	\$750-\$1,000 Bonus (FT employees)	1% plus \$1,000 or \$750 bonus	\$250-\$1,000 bonus	3.00%	2.00%	Final	Another \$1 Million is set aside to address compression. City absorbing the employee share of the health insurance rate increase of 7%.
Isle of Wight	5.00%	0.00%	0.00%	0.00%	2.00%	0.00%	Final	
James City	Gross bonus; FT \$1,000; PT \$500	Gross bonus; FT \$1,000; PT \$500	3.00%	1.00%	0% - 4%	0-4%	Final	Pay for performance merit increase ranging from 0%-4%
Newport News	2.00%	1.50%	2.00%	0% - 6%	0% - 6%	3.00%	Final	Merit increases of up to 6%, with an average 3% increase of current budgeted salaries across all departments.
Norfolk	\$500 bonus	2.00%	2.00%	2.00%	2.0% - 3.0%	2.00%	Final	GWI effective 1/7/17. 2% pay range adjustment. Sworn police and fire an increase of at least 2.5%...some will receive a larger percentage because we have created one public safety compensation plan.
Poquoson	\$1,000 to base & \$1,000 bonus	\$1,000 to base	\$525 bonus for FT employees	\$525	0.50%	2.00%	Final	2% cost of living adjustment effective 7/1/16; 1% pay scale adjustment effective July 1st. Jan. 1 merit increase of 1% for all employees receiving a satisfactory or better performance rating.
Portsmouth	2.00% bonus	3.00% bonus	3.00%	3.00%	2.00%	\$1,000 bonus	Final	Bonus effective 12/2016. 2% for Constitutional Officers & their employees effective 12/2016.
Southampton	2.00%	0.00%	Unknown	-	0.00%	see comment	Final	Final 1% VRS phase-in and funding for year 1 phase-in of the updated Classification and Compensation Plan
Suffolk	0.00%	2.00%	0.00%	1.00%	0.00%	2.00%	Final	Cost of living adjustment effective 7/1/16. Implementing Compensation Study results effective 10/1/16.
Surry	Unknown	Unknown	Unknown	-	2.00%	2.00%	Final	Effective 7/1/16
Virginia Beach	2.50%	0.00%	2.00%	2.00%	3.00%	2.34%	Final	Comprised of 1% Merit and 1.34% general wage increase.
Williamsburg	2.00%	0.00%	2.00%	1.00%	2.00%	2.00%	Final	Merit increase based on performance. Funding for a Pay and Classification Study in 2017 for future implementation. City to pay the increase in the health insurance premium for FY17 to maintain existing employee contribution levels.
York County	\$600 Bonus	0.00%	2.00%	3.00%	2.50%	1.00%	Final	GWI effective 7/1/16. Employees receive a flat rate increase effective 10/1/16 of \$500 or \$1250, depending on length of service.
SPSA	3.00%	2.00%	2.00%	2.00%	2.00%	3.00%	Final	GWI effective 7/1/16
HRTAC	-	-	-	-	-	3.50%	Final	Affects one employee
HRPDC	2.30%	1.50%	2.00%	2.00%	2.00%	2.00%	Proposed	Effective 7/1/16

Please note that salary increases from FY 13 to present **do not** include the VRS offsets.

Gloucester: For FY14, implemented results of pay study. Scale minimums increased 8% & range spread increased from 50% to 60%. Some rec'd parity adjustment.

**HAMPTON ROADS PLANNING DISTRICT COMMISSION
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
FY2017 SUMMARY BUDGET (AMENDED)**

	FY2017 DRAFT BUDGET					Previous AMEND	Current AMEND	FY2017 DRAFT 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 Contribution Member Asmts (Note 1)	1,372,414			300,306	1,072,108			1,372,414			300,306	1,072,108	
Local Assessments to Projects	910,061				910,061		(814)	909,247				909,247	
Local Special Assessments to Projects	4,000				4,000			4,000				4,000	
Miscellaneous Other	28,500				28,500			28,500				28,500	
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:	2,784,383			2,610,256	174,127		243,856	3,028,239		135,500	2,610,256	282,483	
Transportation	2,610,256			2,610,256				2,610,256			2,610,256		
Planning District	174,127				174,127		243,856	417,983				417,983	
Deferred Local Assessments to Projects	195,000				195,000			195,000				195,000	
TOTAL OPERATING REVENUE	5,612,301	0	0	2,978,562	2,633,739		243,042	5,855,343	0	135,500	2,978,562	2,741,281	
PASS-THRU FUNDING	2,715,853	402,500	2,313,353	0	0		(1,327)	2,714,526	402,500	2,312,026	0	0	
TOTAL REVENUE FOR FISCAL YEAR	8,328,154	402,500	2,313,353	2,978,562	2,633,739		241,715	8,569,869	402,500	2,447,526	2,978,562	2,741,281	
EXPENDITURES													
Personnel (Note 3)	4,558,653			2,261,586	2,297,067		19,522	4,578,175			2,271,262	2,306,913	
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			165,942			77,527	88,415	
Pass-Through Activity	2,715,853	402,500	2,313,353	0	0		134,173	2,850,026	402,500	2,447,526	0	0	
Expenditure Schedules for Operations (Note 6)	694,546			542,655	151,891		88,020	782,566			532,979	249,587	
TOTAL EXPENDITURES	8,328,154	402,500	2,313,353	2,978,562	2,633,739		241,715	8,569,869	402,500	2,447,526	2,978,562	2,741,281	

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

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

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

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

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

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

REGIONAL GROUNDWATER MITIGATION PROGRAM ADMINISTRATION

MEMORANDUM OF AGREEMENT

WHEREAS, Section 15.2-1300 of the Code of Virginia enables local governments to enter into cooperative agreements to exercise those powers that each may be enabled to exercise, including conducting technical analyses to support such activities; and

WHEREAS, Section 15.2-4200 of the Code of Virginia enables local governments to establish Planning District Commissions; and

WHEREAS, the cities and counties that are signatories to this Agreement have acted, in accordance with Section 15.2-4200 of the Code of Virginia to establish the Hampton Roads Planning District Commission; and

WHEREAS, several Towns in the Hampton Roads region operate groundwater based water supply systems and

WHEREAS, the Hampton Roads Planning District Commission has been requested and has undertaken various studies to support local government water supply development, including groundwater resource management efforts; and

WHEREAS, on behalf of the signatory parties, the Hampton Roads Planning District Commission, has contracted with the U.S. Geological Survey to complete various technical analyses of the region's groundwater resources, including the following efforts:

- Development of a methodology for allocating responsibilities for groundwater impacts, as documented in Michael J. Focazio and Gary K. Speiran, Estimating Net Drawdown for Episodic Withdrawals at Six Well Fields in the Virginia Coastal Plain Aquifers, U.S. Geological Survey, Water Resources Investigations Report No. 93-4159, 1992;
- Refined description of the aquifer system of the Virginia Coastal Plain and a hydrogeologic framework for ground-water investigation, as documented in E. Randolph McFarland and T. Scott Bruce, The Virginia Coastal Plain Hydrogeologic Framework, U.S. Geological Survey, Professional Paper 1731, 2006; and
- Development of the Virginia Coastal Plain Groundwater Model to provide a better tool to understand the groundwater resource through simulation of groundwater withdrawals, drought, and saltwater intrusion, as documented in Charles E. Heywood and Jason P. Pope, Simulation of Groundwater Flow in the Coastal Plain Aquifer System of Virginia, U.S. Geological Survey, Scientific Investigations Report 2009-5039, 2009.

WHEREAS, the signatory parties have requested the Hampton Roads Planning District Commission to administer a Regional Groundwater Mitigation Program, on their behalf; and

WHEREAS, on August 11, 1994, the signatory parties entered into the Groundwater Mitigation Program Administration Agreement; and

WHEREAS, on May 31, 2000, July 5, 2006, and March 18, 2010, the signatory parties extended the Groundwater Mitigation Program Administration Agreement; and

WHEREAS, in accordance with the provisions of the August 11, 1994 Agreement, as extended on May 31, 2000, July 5, 2006, and March 18, 2010, the signatory parties have evaluated the Groundwater Mitigation Program and determined that the Program should be continued;

NOW THEREFORE, the signatory parties enter into the following Agreement.

This Memorandum of Agreement, entered into this ____ day of _____, 2016 among and between fifteen local governments in Hampton Roads, the James City Service Authority, and the Hampton Roads Planning District Commission, establishes and extends the Regional Groundwater Mitigation Program. It outlines the roles and responsibilities of each entity in administering and funding the Regional Groundwater Mitigation Program.

BASIC PREMISES

1. Some local governments in Hampton Roads operate public water supply wells inside and/or outside of their incorporated boundaries.
2. All local governments in Hampton Roads are interested in ensuring that groundwater drawdown associated with the operation of public water supply wells does not adversely impact the private wells of their citizens.
3. In the case where operation of a public water supply well causes or contributes to groundwater drawdown that renders a well unusable, then mitigation of damages attributable to that drawdown may be sought by the well owner in accordance with local mitigation plans and agreements.
4. This Agreement establishes the administrative framework, which will be used by the signatory parties to obtain technical analysis of requests for mitigation by private well owners or other local governments in Hampton Roads. Financial issues related to these requests are governed by existing interjurisdictional agreements and state-approved Groundwater Mitigation Plans that are separate and distinct from this Agreement.
5. This Agreement will have a term of five years, extending from January 1, 2016 through December 31, 2020. To conform to local government charter and Virginia Code requirements, the funding provisions of this Agreement will be subject to annual renewal.

6. Program costs will be allocated on a pro-rata basis among the signatory parties. The annual base buy-in per city or county will be determined each year as part of the HRPDC Directors of Utilities Committee budget planning process. The balance of annual costs will be allocated according to the local share of regional population. The most current estimate of population, developed by the Weldon Cooper Center for Public Service, will be used as the population base for allocating program costs. Local contributions may be escalated annually to reflect program experience and projected HRPDC expenditures. Future private sector and non-Hampton Roads local government participation may provide financial support to the program according to a yet-to-be-determined formula, which will reflect annual program costs. The funding formula will be evaluated on a regular basis by the HRPDC Directors of Utilities Committee and may be adjusted to ensure its continued equitability.

HRPDC RESPONSIBILITIES

Under the terms of this Agreement, the Hampton Roads Planning District Commission is responsible for the following:

1. Conduct technical analyses of the impacts of groundwater withdrawals.
2. Respond equitably and in a timely fashion to requests from all signatory parties for analyses of the impacts of groundwater withdrawals. The time frame for responses will be based on experience and the complexity of individual cases.
3. Develop a technical guidance document to determine the allocation of impact mitigation responsibilities among the signatory parties. From 1994 to 2015, this determination was based on application of the superpositioning methodology developed by the U.S. Geological Survey for the Hampton Roads Planning District Commission. The methodology is described in Michael J. Focazio and Gary K. Speiran, Estimating Net Drawdown for Episodic Withdrawals at Six Well fields in the Virginia Coastal Plain Aquifers, U.S. Geological Survey, Water Resources Investigation Report No. 93-4159, 1992. Beginning in 2016 or as soon as practicable, the HRPDC staff will apply an analysis approach using the U.S. Geological Survey Virginia Coastal Plain Groundwater Model. The HRPDC technical guidance document will be updated to address the use of the model and future model updates.
4. Provide report(s) documenting the results of the HRPDC technical analysis(es) to all signatory parties.

5. In any case where an aggrieved party appeals a local government mitigation determination, provide the HRPDC analysis to the mitigation panel, established under the local government's mitigation plan. However, the HRPDC will not serve as a member of the mitigation panel.
6. Provide other technical support, as requested, to the signatory parties for other groundwater analyses, including support for development of local groundwater withdrawal permit applications and review of other proposed groundwater withdrawals which may impact on groundwater resources in the Hampton Roads region.
7. On request, provide technical staff support, at cost, to signatory parties for data collection (field work), required by that signatory party's permit or mitigation plan, approved by the Virginia Department of Environmental Quality (State Water Control Board).
8. Take steps, in conjunction with the signatory parties, to involve private sector groundwater users in the Regional Groundwater Mitigation Program. Administrative procedures and financial arrangements for private sector and non-Hampton Roads local government participation will be developed in the future, but will reflect the actual cost of the work.

LOCAL GOVERNMENT RESPONSIBILITIES

Under the terms of this Agreement, the signatory parties are responsible for the following:

1. Serve as the initial point of contact for aggrieved parties. Request mitigation analysis(es) from HRPDC in a timely fashion following receipt of a claim.
2. Provide any locally-generated/collected data on groundwater conditions and well construction that may be useful to HRPDC technical analysis(es).
3. Provide, in a timely fashion, all technical supporting data required by Mitigation Plans, approved by the Virginia Department of Environmental Quality (State Water Control Board) as elements of Groundwater Withdrawal Permits, to the HRPDC for use in analyses of mitigation claims.
4. Provide timely technical review of the HRPDC analysis(es) and conclusions.
5. Support HRPDC efforts to expand the mitigation program to cover all groundwater uses.
6. Establish the appropriate mitigation panels, in accordance with local mitigation plans, to hear appeals of initial mitigation responsibility determinations.

PROCEDURE FOR REQUESTING MITIGATION ANALYSES

Under this Memorandum of Agreement, the following process will be followed to request HRPDC technical support to address mitigation claims.

1. Aggrieved party contacts the locality of residence.
2. The local government contacts the HRPDC and requests that an impact analysis be conducted. In addition, any signatory parties may request that an impact analysis be undertaken.
3. The HRPDC conducts the analysis, as requested, and advises all signatory parties of the results of the technical analysis(es).
4. This procedure may be modified from time to time with the concurrence of all signatory parties, as represented by the HRPDC Directors of Utilities Committee, in order to improve the efficiency of the mitigation process.

SIGNATORIES

This Memorandum of Agreement will be executed by the Chief Administrative Officer of each participating local government or service authority and by the Executive Director of the HRPDC. Individual signatory pages are included for each participating locality.

CITY OF CHESAPEAKE
CITY OF FRANKLIN
CITY OF HAMPTON
CITY OF NEWPORT NEWS
CITY OF NORFOLK
CITY OF POQUOSON
CITY OF PORTSMOUTH
CITY OF SUFFOLK
CITY OF VIRGINIA BEACH
CITY OF WILLIAMSBURG
COUNTY OF GLOUCESTER
COUNTY OF ISLE OF WIGHT
COUNTY OF SOUTHAMPTON
COUNTY OF YORK
JAMES CITY SERVICE AUTHORITY
TOWN OF SMITHFIELD
HAMPTON ROADS PLANING DISTRICT COMMISSION

IN WITNESS THEREOF, the Chief Administrative Officer of the local governments and service authority and the Executive Director of the Hampton Roads Planning District Commission hereby execute this Agreement.

LOCALITY NAME

By: _____

Date: _____

Date: _____

Attest: _____

14.0 Rural Transportation Planning

A. Background

The HRTPO, in cooperation with VDOT, will continue to develop an ongoing transportation planning process for the rural areas of Hampton Roads, including the City of Franklin and the Counties of Southampton and Surry.

VDOT allocates part of the State Planning and Research (SPR) funding to provide annual transportation planning assistance for non-urbanized areas within the Commonwealth. The Rural Transportation Planning (RTP) Program was created to aid the State in fulfilling the requirements of the State Planning Process to address the transportation needs of non-metropolitan areas. SPR funds appropriated under 23 U.S.C. 307(c) are used in cooperation with VDOT and the Commonwealth of Virginia for transportation planning as required by Section 135, Title 23, U.S. Code. These Federal funds provide 80% of the funding and require a 20% local match.

In FY 2017 each planning district commission or regional commission will receive \$58,000 from VDOT's Rural Transportation Planning Assistance Program and each planning district commission or regional commission will provide a local match of \$14,500 to conduct rural transportation planning activities. This resource may be supplemented with additional planning funds, but note that the arrangement of all such funds involves development of a scope of work, approval, and other coordination in the VDOT Transportation Mobility and Planning Division (TMPD) administrative work programs.

The scope of work shall include specific activities as requested by VDOT and/or the Federal Highway Administration. The scope of work may also include activities or studies addressing other transportation planning-related issues that may be of specific interest to the region. The criteria for the determination of eligibility of studies for inclusion as part of this work program are based on 23 U.S.C. 307 (c), State Planning and Research.

During FY 2017, the HRTPO will carry out the following activities:

Program Administration

Rural Transportation Planning (RTP) Administration

The RTP program is designed to facilitate regional participation and build consensus on transportation-related issues through a continuing, comprehensive, and coordinated planning process. This task provides the administrative support necessary for the management and maintenance of the RTP program activities.

This task includes the training of staff as well as the maintenance of GIS software licenses, data, and equipment in order to maintain the technical capability necessary to carry out the activities described in this task.

Program Activities

1. Rural Long-Range Transportation Plan

The HRTPO, in cooperation with VDOT, will continue the statewide initiative begun in FY 2007 to develop and maintain regional long-range transportation plans in rural areas that complement those in the metropolitan areas of the State.

In January 2012, the HRTPO Board approved and adopted the Hampton Roads 2035 RL RTP. During FY 2016, HRTPO staff updated the RL RTP to the horizon year 2040. In FY 2017, HRTPO staff will continue to maintain the current 2040 RL RTP.

2. Congestion Management Process

Based on VDOT's 2005 proposal to use the Rural Transportation Planning Assistance Program to achieve regional long-range planning for rural areas that complement efforts in the metropolitan areas of the State, the HRTPO will continue including its rural localities in the regional Congestion Management Process (CMP).

An update to the *Congestion Management Process - System Performance and Mitigation* report was released in October 2014. This update included an analysis of traffic volumes and speeds, historical trends, congestion, travel time reliability, and related issues on the rural CMP network.

Since 2012, HRTPO has also prepared the *Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads* report on an annual basis. This report includes average weekday traffic volumes, an analysis of roadway speed data collected by INRIX, and an analysis of peak period roadway congestion levels. This document also includes major roadways in the rural localities.

3. Regional Safety Planning

In October 2013, HRTPO released the *Hampton Roads Regional Safety Study: Crash Trends and Locations* report, which updated the trends in crashes at the jurisdictional and regional levels, and detailed the number and rate of crashes on Interstates and at intersections throughout the region. HRTPO followed in July 2014 with the *Hampton Roads Regional Safety Study: Crash Analysis and Countermeasures* report, which analyzed high-crash locations and recommended countermeasures to improve safety.

In FY 2016, HRTPO followed up on the Regional Safety Study by preparing the *Hampton Roads Active Transportation Safety Study*. This study examined safety issues related to walking and bicycling, including determining the location of active transportation crashes throughout the region.

All of these safety planning efforts included roadways in the rural localities.

4. Regional Freight Planning

In FY 2016, HRTPO released an update to the *Hampton Roads Regional Freight Study* report. The Regional Freight Study includes an analysis of the movement of freight to, from, and within Hampton Roads for all transportation modes, and the movement of trucks both within Hampton Roads as well as through the gateways of the region. Both of these components included the rural localities.

5. Technical Assistance and Coordination

Upon request, and in coordination with VDOT and/or local governments, the HRTPO will provide technical assistance in transportation planning and analysis in accordance with needs identified by rural localities. This task will also include the cost to print any materials related to rural transportation planning.

6. Technical Assistance to the Multimodal Planning Office

In addition, HRTPO will provide support to the Office of Intermodal Planning and Investment, a division of the Office of the Secretary of Transportation.

B. Work Elements

Work activities may include the following:

Program Administration

Rural Transportation Planning Administration

- Administer transportation planning work program activities.
- Complete necessary contracts, invoices, progress reports, correspondence, and grant applications in support of the work program.
- Prepare agendas, minutes, and other materials associated with meetings related to Rural Transportation Planning, as well as staff participation in such meetings.
- Maintain GIS software licenses, data, and equipment.
- HRTPO staff will attend GIS and other technical training as it relates to rural transportation planning.

Program Activities

1. Rural Long-Range Transportation Plan

- Maintain and update the 2040 RL RTP as needed.
- Assist rural localities in conducting outreach in order to increase awareness of the transportation planning process.

2. Congestion Management Process

- Update the CMP database with the most current traffic counts and roadway characteristics.

- Update the various transportation databases that cover all aspects of the transportation system including roadway use, bridges, aviation, rail, American Community Survey (ACS) data, etc.
 - Update the *Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads* report, which will include an analysis of rural roadways based on 2016 archived volume and speed data.
3. Regional Safety Planning
- HRTPO staff will continue to maintain and update crash databases and shapefiles for major roadways in the rural areas.
 - HRTPO staff will participate in statewide and regional safety-related committees, including the steering committee for the Strategic Highway Safety Plan update.
 - HRTPO staff will participate in roadway safety audits conducted by the State and its consultants as requested.
4. Regional Freight Planning
- HRTPO staff will continue to maintain and update a database of truck volumes and percentages for roadways in rural areas.
5. Regional Bridge Planning
- HRTPO staff will continue to maintain and update databases detailing the condition of bridges in the rural areas.
6. Technical Assistance and Coordination
- Continue to compile all available current and future land use GIS layers / attribute data from local comprehensive plans from rural localities within the HRPDC boundary. As part of this task, VDOT has requested that the GIS tool provided by VDOT-TMPD be utilized to geo-reference local transportation plan recommendations (VDOT-TMPD will provide technical assistance on an as-needed basis in accomplishing this task). Information gathered will be used to update existing land use data within the Statewide Planning System and will be used to augment data for the Statewide Travel Demand Model that is currently under development. For localities that do not have GIS layers / attribute data for current and future land use plans, VDOT requests staff to develop a schedule and identify resources needed that would allow this data to be captured via GIS. VDOT-TMPD will provide detail instructions and templates to be used to provide consistency across the state.
 - Assist localities as needed in the development of detailed transportation plans as part of the local comprehensive plan update.
 - Provide technical assistance as needed to rural localities in the areas of multimodal planning, transportation GIS planning, project prioritization, etc.
 - Assist VDOT as needed in the development of transportation plans relating to the rural localities in Hampton Roads.
 - Participate in VTrans webinars, HB2 regional meetings, Title VI/Environmental Justice compliance meetings with VDOT staff, and the Fall Transportation meeting.
-

- Participate in outreach meetings and review data as requested by VDOT throughout the fiscal year.

7. Technical Assistance to the Multimodal Planning Office

- Coordinate, as appropriate, with the Office of Intermodal Planning and Investment regarding rural transportation issues.

C. End Products

Program Administration

Rural Transportation Planning Administration

- Preparation of agendas, minutes, and associated materials for meetings of the Rural Transportation Technical Committee
- Purchase of materials, equipment, and services as needed to assist staff in work activities.

Program Activities

1. Rural Long-Range Transportation Plan
 - An up-to-date Rural Long-Range Transportation Plan (RLRTP) for the region
2. Congestion Management Process
 - An updated CMP database
 - Updated transportation databases
 - An updated *Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads* report
3. Regional Safety Planning
 - An updated crash database/shapefile for the region
4. Regional Freight Planning
 - An updated truck volume database
5. Regional Bridge Planning
 - An updated bridge condition database
6. Technical Assistance and Coordination
 - Complete any unfinished FY 2016 tasks related to rural transportation
 - Current and future land use GIS data
 - Up-to-date transportation and land use components for Surry County Comprehensive Plan
 - Active Transportation Master Plan for Southampton County

D. Schedule – Program Activities

1. Rural Long-Range Transportation Plan
 - Up-to-date RLRTP – Ongoing throughout FY 2017
 2. Congestion Management Process
 - Updated CMP database – Ongoing throughout FY 2017
-

- Updated transportation databases - Ongoing throughout FY 2017
- Updated *Volumes, Speeds, and Congestion* report – Quarter 4
- 3. Regional Safety Planning
 - Updated crash database/shapefile – Ongoing throughout FY 2017
- 4. Regional Freight Planning
 - Updated truck volume database – Ongoing throughout FY 2017
- 5. Regional Bridge Planning
 - Updated bridge condition database – Ongoing throughout FY 2017
- 6. Technical Assistance and Coordination
 - Current and future land use GIS data – Quarter 4
 - Transportation and Land Use Component of Comprehensive Plan Update – Quarter 4
 - Active Transportation Master Plan – Quarter 4
 - Other tasks as needed – Ongoing throughout FY 2017
- 7. Technical Assistance to the Multimodal Planning Office – Ongoing throughout FY 2017

E. Participants

HRTPO, VDOT, DRPT, FHWA, HRPDC, Consultant, local governments, local transit agencies, other state and local agencies, and the public.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303	SPR	TOTAL
HRTPO			\$72,500	\$72,500