

**Hampton Roads Planning District Commission**  
**Annual Retreat**

**Summary Minutes of April 21, 2016**

The Annual Retreat of the Hampton Roads Planning District Commission was called to order at 9:36 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**Commissioners:**

Clyde Haulman, Chair (WM)\*  
Dr. Ella P. Ward, Vice Chair (CH)  
James Baker (CH)  
Barry Cheatham (FR)  
Randy Martin (FR)  
Mary Bunting (HA)  
Chris Snead (HA)\*  
Rex Alphin (IW)  
Sanford B. Wanner (IW)  
Bryan J. Hill (JC)\*  
James Bourey (NN)  
Saundra Cherry (NN)

Mamie B. Johnson (NO)\*  
Marcus Jones (NO)\*  
Lydia Pettis Patton (PO)  
Kenneth Wright (PO)  
Traci Dale Crawford (PQ)  
Michael Johnson (SH)  
Barry Porter (SH)  
Patrick Roberts (SU)\*  
Tyrone Franklin (SY)\*  
Robert Dyer (VB)\*  
Dave Hansen (VB)  
Barbara Henley (VB)  
Marvin Collins (WM)\*  
Thomas Shepperd (YK)

**Executive Director:**

Robert A. Crum, Jr.

\*Late arrival or early departure.

**Others Recorded Attending:**

Anna D'Antonio (CH); Brian DeProfio (HA); Brita Ayers, Alan Boring, Bryan Stilley, Jerri Wilson (NN); Bryan Pennington, Jeff Raliski, (NO); Dallas O. Jones (SH); Michael Stallings (Windsor); Drew Lumpkin (Senator Mark Warner's Office); Diane Kaufman (Senator Tim Kaine's Office); Bryan Stephens (Hampton Roads Chamber of Commerce); Rick Weddle (Hampton Roads Economic Development Alliance); Shawn Avery (Opportunity Inc.); Mike Kuhns (Peninsula Chamber of Commerce); Matthew James (Peninsula Council for Workforce Development); Mark Geduldig-Yatrofsky (Portsmouthcitywatch.org); Jim Spore (Reinvent Hampton Roads); Ellis James (Sierra Club Observer); Eric Stringfield (VDOT); Citizens: Donna Sayegh; Staff: Randy Keaton, Kelli Arledge, Shernita Bethea, Andrea Gayer, Jennifer Coleman, Nancy Collins, Greg Grootendorst, Julia Hillegass, Whitney Katchmark, Mike Long, Jai McBride, Ben McFarlane, Camelia Ravanbakht, John Sadler, Joe Turner, Chris Vaigneur.

**Approval/Modification of Agenda**

Commissioner James Bourey Moved to approve the agenda; seconded by Commissioner Rex Alphin. The Motion Carried.

## **Submitted Public Comments**

Vice Chair Ward indicated there were no Submitted Public Comments.

*Commissioners Patrick Roberts and Tyrone Franklin arrive*

## **Public Comment**

Ms. Donna Sayegh raised concerns in regards to regionalism and the proper use of taxpayer's money.

Mr. Mark Geduldig-Yatrofsky addressed the risks associated with the post 2018 SPSA plan.

*Chairman Clyde Haulman arrives*

## **Executive Director's Report**

Mr. Robert Crum, HRPDC/HRTPO Executive Director, explained the format of the retreat would be a brief presentation on each agenda item, followed by small group discussion. He further indicated a HRPDC Principal was at each table to facilitate discussion and requested a Commission member present the summary of the small group comments to the whole group.

## **Approval of Consent Items**

- A. Urban Area Security Initiative (UASI) Contract for Purchase of Regional Communications Equipment
- B. Meeting Minutes – March 17, 2016 Executive Committee Meeting

Commissioner Alphin Moved to approve the consent items; seconded by Commissioner Lydia Pettis Patton. The Motion Carried.

*Commissioners Chris Snead, Bryan Hill, Marcus Jones and Robert Dyer arrive*

## **Comprehensive Economic Development Strategy (CEDS)**

Mr. Crum stated a CEDS is a regional strategy which brings together community partners to strengthen and improve a regional economy for a metropolitan area. The regional CEDS, which was prepared by the Hampton Roads Partnership, expired in 2010. He indicated the components of a strong CEDS included:

- Public/private committee
- Strengths and opportunities
- Regional strategy
- Alignment of efforts and investments
- Address distressed areas

Mr. Crum noted an active CEDS is required for potential Economic Development Administration (EDA) grants and the HRPDC would examine the expired CEDS and include any core elements into an updated document.

Mr. Jim Spore, Reinvent Hampton Roads, Mr. Mike Kuhns, Peninsula Chamber of Commerce, Mr. Bryan Stephens, Hampton Roads Chamber of Commerce, Mr. Shawn Avery, Opportunity Inc., Mr. Matthew James, Peninsula Council for Workforce Development, Mr. Rick Weddle, Hampton Roads Economic Development Alliance, and Mr. Peter Chapman, City of Norfolk, addressed the Commission members in regards to the need for a regional CEDS plan and their support for the HRPDC's taking a lead in the process.

Mr. Crum posed the following questions to the Commission for discussion:

- Should the HRPDC take a lead role in preparing a regional CEDS, and if not, what organization should lead this effort?
- What do you view as opportunities to grow our regional economy?

*Commissioner Marvin Collins arrives and Commissioner Mamie Johnson departs.*

After a lengthy discussion within small groups, group reports indicated a consensus that the HRPDC should take the lead in revising the regional CEDS, provided that there was no additional cost to localities. Mr. Crum stated he would come back to the Commission with a proposal.

### **HRPDC Governance Recommendation**

Mr. Jim Bourey, Chief Administrative Officers (CAO) Committee Chair, briefed the Commission on the revitalization of the CAO Committee and reviewed the following recommendations in regards to the HRPDC governance structure:

- Change of total membership to 17 from 47 – CAO's would cease to be Commission Members
- Formalize a procedure for the CAO Committee to review and make recommendations on agenda items before being presented to the full Commission
- Maintain the current Personnel and Budget Committee

Mr. Jim Baker, Chesapeake City Manager, noted the recommendations were to permit the city managers and county administrators to have a more advisory role and allow for meaningful conversations to occur at the Commission meetings.

Mr. Marvin Collins, Williamsburg City Manager, reassured the Commission a weighted voting system would be used to account for the population differences among member localities.

Mr. Crum indicated any revisions to the structure would require a bylaws change and posed the following questions to the Commission:

- What parts of the CAO Committee proposal do you support?
- Do you have any recommended revisions?

After a lengthy discussion within small groups, Group reports indicated a consensus that the HRPDC should proceed with reducing the size of the Commission and formalize the procedures for the Regional CAO committee to serve as an Advisory Committee to the Commission. The recommended bylaws and charter changes will be presented at a future meeting.

### **Envision Hampton Roads**

Ms. Jai McBride, HRPDC Principal Regional Planner, updated the Commission on Envision Hampton Roads which was started in 2014 and is the first regional strategic plan. She indicated the HRPDC staff had attended 80 meetings and recently concluded an 18 month public engagement campaign.

Commission Members were shown a video prepared by the HRPDC staff summarizing the progress of Envision Hampton Roads and outlining the seven regional principles.

*Commissioner Mamie Johnson returns*

Mr. Crum posed the questions below to Commission members for discussion:

- What parts of the draft plan do you support?
- Are there any priorities you don't support?
- Are there any topics missing?

After a lengthy discussion within small groups, Commission members reported out varying opinions and recommendations.

### **HRPDC Legislative Strategy**

Chair Haulman addressed the time constraint and stated the HRPDC Legislative Strategy agenda item will be addressed at next month's meeting.

### **Adjournment**

With no further business to come before the Hampton Roads Planning District Commission, the meeting adjourned at 12.00 p.m.

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Clyde A. Haulman  
Chair

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Robert A. Crum, Jr.  
Executive Director

Two people addressed the Hampton Roads Planning District Commission on April 21, 2016:

**Donna Sayegh:** *Good morning, my name is Donna Sayegh and I live in Portsmouth. My interest in attending all regional board and committee meetings is to understand how the federal government has crept into our state's business affairs and created regionalism. The first thing I need to have is an organization chart of the HRPDC board and the HRTPO board and how it communicates with each other. I met with Camelia and Kevin and a preliminary organization chart was created for the HRTPO and I stated at the time, that I would need to have a second meeting to review the created chart and ask other questions to make sure that I had all the connections listed. When I had asked for another meeting the other week I had been blown off. Today's meeting is about how to get someone else to do your job and get your hands on more of the taxpayer's money and leave us out of the decision making process and expand regionalism. You've decided without the active citizen's consent to obtain the Urban Area Security Initiative Contract for purchase of regional communication equipment. This equipment is needed to sustain and expand the Hampton Roads Tactical Region Network, or in other words, expand regionalism. This money comes from people like me, next another plan to expand regionalism is to implement the Comprehensive Economic Development Strategy. The expansion process will bring together the public and private sector for economic prosperity and resiliency for our region. This expansion effort should result in individuals, organizations and local governments, institutions of learning and private industry engaging in meaningful conversation and working together to plan and prioritize investments. This is a deception, there is no meaningful conversation going on in Portsmouth or in this body, with we the people. Regionalism is created by the federal government to destroy local governments and not include them in the conversation; this deception is all about money, tax payers money. it is a pretense created to trick localities to believe they will qualify for EDA assistance under its public works and economic adjustment program. And it is a deception to compete for additional points under the HB2 scoring process for a transportation project. Regionalism is all about expansion and spending the tax payers money, its about socialism. We want the federal government out of our state and local business affairs and there is nothing in the constitution that allows for regionalism in any form. Thanks for listening.*

**Mark Geduldig-Yatrofsky:** *good morning Mr. chair, honorable commissioners, fellow citizens, I want to talk today to a part of the room. Those of you north of the James feel free to text or occupy yourselves quietly. I want to talk to my neighbors that are part of the Southeastern Public Service Authority, they are in existence today and have contemplated to be continued post 2017. I have taken interest in the recent deliberations in SPSA regarding what we are going to do when the current agreement runs out. And I am disquieted by the approach that seems to be coming out of the board at SPSA, so speaking to you because there is a significant number of decision makers here that are not at the attendance of those board meetings. Last summer I signed up with a startup company for a home security system, they have never done it before and the delivery of the first pieces of equipment were to have occurred in October, well it is now April and I have seen numerous emails from them telling us what is going on, why it isn't on track and assuring me this is going to come along and they haven't folded their tents and moved away. My investment is 500 dollars, if I lose it I will miss it but it is not going to break the bank. What the region is contemplating, what the member*

*localities of SPSA are contemplating is a similar arrangement with a startup but the loss will be hundreds of millions of dollars rather than 500 dollars. The ramifications are different, I don't have a security system at my home rather than my dog and so not having one doesn't cause me a major problem, but we are using a refuse disposal system and if that stops in 2018 we will be in major trouble. I urge you in your localities to review very skeptically the proposal to contract with a company that has never built a plant like the one it is contemplating and apparently no one has built on either. If we are unable to change our direction, my recommendation to the City of Portsmouth would be to go our own way.*

**FISCAL YEAR 2016**  
**3/31/2016**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**75% OF FISCAL YEAR COMPLETE**

	<b>Annual Budget</b>	<b>Previous YTD</b>	<b>Current Month</b>	<b>YTD</b>	<b>% Received/ Expended</b>
<b>REVENUES</b>					
Grant and Contract Revenue	3,634,913	1,074,318	645,575	1,719,893	47%
VDHCD State Allocation	151,943	130,307	0	130,307	86%
Interest Income	10,000	12,012	4,049	16,061	161%
Local Contributions	2,901,869	2,345,194	489,625	2,834,819	98%
Sales and Miscellaneous Revenue	25,250	19,939	1,063	21,002	83%
Special Contracts/Deferred Revenue	2,637,102	1,595,946	6,500	1,602,446	61%
<b>Total Revenue</b>	<b><u>9,361,077</u></b>	<b><u>5,177,716</u></b>	<b><u>1,146,812</u></b>	<b><u>6,324,528</u></b>	68%
<b>EXPENDITURES</b>					
Personnel	4,570,037	2,869,318	356,988	3,226,306	71%
Standard Contracts	233,615	125,997	23,649	149,646	64%
Special Contracts/Pass-Through	4,115,457	1,351,438	331,982	1,683,420	41%
Office Services	441,968	269,185	28,127	297,312	67%
<b>Total Expenses</b>	<b><u>9,361,077</u></b>	<b><u>4,615,938</u></b>	<b><u>740,746</u></b>	<b><u>5,356,684</u></b>	57%
<b>Agency Balance</b>	<b><u>0</u></b>	<b><u>561,778</u></b>	<b><u>406,066</u></b>	<b><u>967,844</u></b>	

### 2.1.5 Material Recovery Facilities

The 2014 VDEQ database lists 16 permitted material recovery facilities (MRFs) in the Tidewater area. Table 8 lists the known active and proposed MRFs in the Tidewater area.

**Table 8. Material Recovery Facilities in the Tidewater Region**

Facility	Location	Operator
<b>Permitted Facilities</b>		
Bay Disposal Inc., MRF	Norfolk	Bay Disposal
Meeks Disposal Corporation Recycling Facility	Chesapeake	Meeks Disposal Corporation
Norfolk Naval Shipyard MRF	Portsmouth	US Navy
Clearfield MMG, Inc.	Chesapeake	Clearfield MMG, Inc.
Clearfield MMG, Inc.	Suffolk	Clearfield MMG, Inc.
SPSA Tire Processing Facility	Suffolk	Southeastern Public Service Authority
Tidewater Green Corporation MRF	Chesapeake	Tidewater Green Corp.
United Disposal Wellman Street	Norfolk	United Disposal
Virginia Materials, Inc.	Norfolk	Virginia Materials, Inc.
Waste Industries, LLC	Chesapeake	Waste Industries
Waterway Marine Terminal	Chesapeake	
Wheelabrator Portsmouth, Inc.	Portsmouth	Wheelabrator
Recycling & Disposal Solutions MRF	Portsmouth	Recycling & Disposal Solutions
TFC Recycling MRF	Chesapeake	Tidewater Fibre Corp
B & H Sales Corporation MRF	Norfolk	B & H Sales Corporation
Military Highway Recycling Center	Chesapeake	East Coast Gutterman, LLC
<b>Proposed Facilities</b>		
<u>Bay Disposal Inc., MRF</u>	<u>Town of Smithfield</u>	<u>Bay Disposal</u>

NOTE: Amends Page 22 of Plan

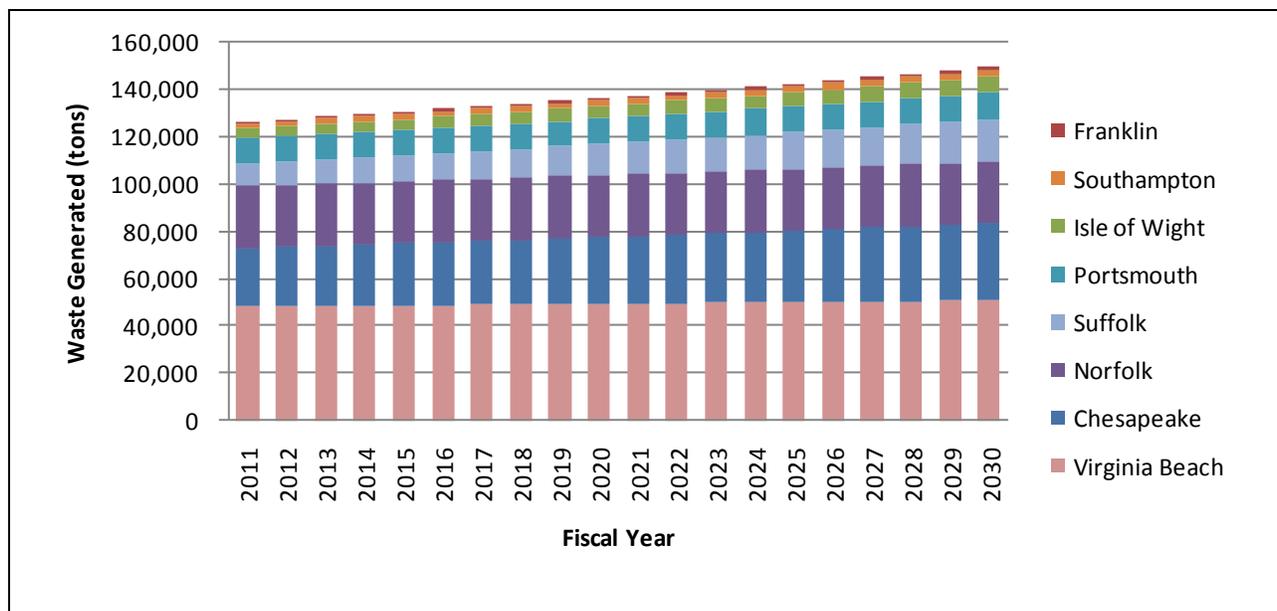
### 3.1.3 Construction and Demolition Debris

CDD consists of waste generated during construction, renovation, and demolition projects. The often bulky, heavy materials that make up CDD include wood, concrete, steel, brick, asphalt, gypsum, and plastic. CDD also includes salvaged building components such as doors, windows, and plumbing fixtures. Every time a building, road, or bridge is constructed, remodeled, or demolished, these materials are generated.

In addition, large volumes of CDD waste materials are generated during major storm events such as tropical storms and hurricanes. Historically, the region has experienced such storm events and has been forced to manage the resulting debris. The Region must plan and prepare for the management of large influxes of CDD in addition to the volumes of CDD waste that are generated as a result of normal construction and demolition activities within the area.

In 2003, EPA estimated that the per capita generation of building-related CDD materials was 3.2 pounds per person per day. This estimate was based on a series of calculations to estimate residential construction debris nonresidential construction debris, residential demolition debris, nonresidential demolition debris, and renovation/remodeling debris. EPA further estimated that 52 percent of CDD is disposed (i.e., 48 percent is recovered). In 1996, this per capita rate was estimated to be 2.8 pounds per person per day.

While not every person generates CDD materials personally, population growth increases the need for buildings and infrastructure to support that growth. Since little recovery of CDD appears to occur in the region and construction activity has declined, an average CDD disposal rate was used based on disposal studies conducted in California; Wisconsin; and King County, Washington. Forecasts of CDD disposal are provided in 0, using a disposal average of 2.1 tons/person/year (1.16 pounds/person/day).



**Figure 13. Estimated CDD Generation for the Region**

The majority of CDD handled and disposed of in the Region is collected by the private sector. The active permitted private CDD only disposal facilities in the South Hampton Roads Region are shown in Figure 17.

There are two active CDD-only disposal facilities in the Region with capacity that extend well into the current study planning period (through 2047). The City of Portsmouth’s landfill is intended for disposal of city produced CDD material only. The Centerville Turnpike CDD Landfill has a reported capacity of 5,400,000 tons (as of July 2015) with 13 years of life (VDEQ, June 2015) and is anticipated to be the only active CDD only disposal facility for the foreseeable future in the Region. The Higginson-Buchanan Landfill has very little permitted capacity remaining and it is reported that the facility has at least temporarily stopped accepting waste. Although, it is possible that an expansion may be permitted and constructed in the near future.

The Elbow Road CDD landfill on Centerville Turnpike in Chesapeake has a permitted expansion, although there are no plans to construct the expansion area, according to the site owner (personnel communication with facility owner, Warren Thrasher). The expansion has a reported capacity of approximately 1.6 million cubic yards with an estimated life of 13 years (assuming a waste disposal rate of 125,000 cubic yards per year). The expansion area would cover a total area of 20.7 acres (15.3 acres plus 5.3 acres of piggyback).

**Figure 17. Active CDD and Industrial Landfills In Region**

Landfill	Facility Type	Total Remaining Permitted Capacity (Tons)	Waste Disposed (Tons)	Remaining Reported Permitted Life (Years)
City of Portsmouth Craney Island Landfill	CDD	800,201*	53,244*	17*
Higgerson Buchanan Landfill	CDD	32,705*	42,125*	1*
Centerville Turnpike CDD Landfill	CDD	5,400,000***	39,290*	13*
John C. Holland Enterprises Landfill (JCHEI)	Industrial	3,964,000**	5,573,000**	31**

\*From Solid Waste Managed in Virginia During Calendar Year 2009 (VDEQ June 2010)

\*\*Correspondence from JCHEI to HRPDC dated September 5, 2011

\*\*\*Correspondence Submitted to HRPDC dated June 12, 2015

Landfills that are permitted for other types of waste (either MSW or Industrial) may also accept CDD, although a CDD only disposal facility would most likely have a lower tipping fee, and therefore disposal of CDD in a MSW or Industrial landfill may not be considered cost effective since CDD waste would be replacing MSW or Industrial waste air space. Non-CDD only permitted landfills that may accept CDD waste include the SPSA Regional Landfill (MSW) as noted above, the City of Virginia Beach Landfill No. 2 (MSW) and the Holland Landfill (Industrial). According to the VDEQ (Solid Waste Managed in Virginia During Calendar Year 2009), the Holland Landfill has over 12 million tons of capacity with an reported remaining life of more than 50 years, which extends through the study planning period.

Active and permitted Material Recovery Facilities (MRFs) that recycle and otherwise handle CDD in the Region are; Waste Industries on Cook Blvd. in Chesapeake, Bay Disposal on East Indian River Road in Norfolk, Waterway Marine Terminal on Precon Drive in Chesapeake, United Disposal on Wellman Street in Norfolk and Meeks Disposal Corporation on Cavalier Boulevard in Chesapeake.

According to VDEQ records, Waterways Recycling processes approximately 50,000 tons of CDD material annually (calendar year 2007 data), at least some of it from out of the Region. According to the facility manager, the facility has the capacity to handle up to 700,000 tons annually, with a recycling rate of 92 percent. The remaining 8 percent of the material is disposed of most likely in the Centerville Turnpike CDD Landfill.

The International Paper – Franklin Mill Industrial Waste Landfill was previously considered a “captive” industrial landfill. As the Franklin Mill has been repurposed, separate corporations

will be operating facilities within the Mill. International Paper intends for businesses operation on the Mill site and generating similar wastes to dispose of that waste in the International Paper Industrial Waste Landfill. There is no intent to accept wastes from other locations and activities.

“East Coast Gutterman, LLC proposes to operate a material recovery facility for CDD in Chesapeake. This facility will have an initial design capacity of 200 tons/day.” The facility will accept, sort, and process construction and demolition debris (CDD) waste consisting primarily of steel, wood, shingles, sheetrock, concrete, and the like for recycling. The facility will include a concrete crushing operation. Recycled concrete and brick will be temporarily stockpiled on-site. Residual waste from the processing operation will be transferred from the facility to a permitted landfill or transfer station. The design capacity of the facility is 200 tons per day.

Bay Disposal, Inc. proposes to operate a material recovery facility in the Town of Smithfield, VA. The facility will accept, sort, and process municipal solid waste (MSW), construction and demolition debris (CDD), and recyclables. The design capacity of the facility is 400 tons per day.

**NOTE: Amends Page 51 of Plan**