

Hampton Roads Planning District Commission
Quarterly Commission Meeting
Minutes of July 21, 2011

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

COMMISSIONERS:

Stan D. Clark, Chairman (IW)	McKinley Price, D.DS (NN)
Thomas G. Shepperd, Jr. Vice Chairman (YK)	Sharon Scott (NN)*
James O. McReynolds, Treasurer (YK)	J. Randall Wheeler (PQ)
Dr. Alan P. Krasnoff (CH)*	Kenneth L. Chandler (PO)
William E. Harrell (CH)	Kenneth Wright (PO)*
Amar Dwarkanath (CH)	Michael W. Johnson (SH)
Dr. Ella Ward (CH)	Anita Felts (SH)
Barry Cheatham (FR)	Selena Cuffee-Glenn (SU)
Brenda Garton (GL)	Tyrone W. Franklin (SY)
Gregory Woodard (GL)	John Seward (SY)
Mary Bunting (HA)	James Spore (VB)
Molly Joseph Ward (HA)	Jackson C. Tuttle II (WM)
W. Douglas Caskey (IW)	Clyde Haulman (WM)
Bruce Goodson (JC)	

EXECUTIVE DIRECTOR:

Dwight L. Farmer

*Late arrival or early departure.

ABSENT:

Clifton Hayes, (CH), June Fleming (FR), Ross A. Kearney (HA), Robert Middaugh (JC), Neil A. Morgan (NN), Paul D. Fraim (NO), Anthony Burfoot (NO), Marcus Jones (NO), Thomas Smigiel (NO), Theresa Whibley, MD (NO), W. Eugene Hunt (PQ), Linda T. Johnson (SU), Harry E. Diezel (VB), Robert M. Dyer (VB), John E. Uhrin (VB), Barbara M. Henley (VB), Louis R. Jones (VB)

OTHERS RECORDED ATTENDING:

Henry Ryto – Citizen; Earl Sorey (CH); Bryan Pennington (NO); Eric Nielsen (SU); Brian DeProfio (HA); Tom Slaughter, Jerri Wilson (NN); Beverly Walkup (IW); Buddy Green (PQ); Sherri Neil (PO); Shelia S, Noll (YK), Eunice Woodard(GL); Jack Hornbeck – Hampton Roads Chamber; Ellis James – Sierra Club Observer; Sabrina Zimring, John Peterson – ULI Reality Check; Joel Rubin – Rubin Communications; Mark Geduldig-Yatrofsky- Portsmouth Watch Org; Steve Romine- LeClair Ryan; Peter Huber – Wilcox & Savage; Germaine Fleet – Biggs & Fleet; Staff: John Carlock, Camelia Ravanbakht, Shernita Bethea, James Clary, Jennifer Coleman, Nancy Collins, Richard Flannery, Kathlene Grauberger, Greg Grootendorst, Julia Hillegass, Frances Hughey, Jim Hummer, Rob Jacobs, Whitney Katchmark, Sara Kidd, Robert Lawrence, Jay McBride, Ben McFarlane, Kelli Peterson, Katie Rider, Tiffany Smith, Jennifer Tribo, Joe Turner and Chris Vaigneur.

PUBLIC COMMENTS

One person requested to address the Hampton Road Planning District Commission.

Ellis W. James

Good morning Chairman Clark, members of the Commission my name is Ellis W. James I reside in the City of Norfolk. While much of the nation attention is focused on the ending of the shuttle program, I would like to refocus us a little bit right here in the Commonwealth of Virginia. First of all, I am sure that each of the communities are paying close attention to the plight of the elderly and the poor who are being hammered out there with this tremendous heat wave. It is critical that we urge all of our agency people across the board in my opinion to pay attention to those who are without fans and air conditioning and so on. Not that we, who survived the earlier decades didn't survive, but some of these folks really are in trouble and need help. I would like to focus on two other things that have occurred that I believe are going to be very serious problems. I won't insult your intelligence, Vivian Page has written a very excellent piece in The Virginian-Pilot this morning. It deals with the issue of what could potentially economically and financially fall on Virginia's head. I think it is extremely important for all of the communities, especially the Mayors and the City Managers and the staff people to be talking to their Congressional representatives. Something needs to be done to fix our problem before we go over the falls, and this matter is not just idle talk and it is not Tea Party versus Democrats or Republicans, this is serious, serious business. As I am sure and I hope most of you are aware, four states are now on the hit parade that was wonderful to see Virginia up there on the TV screen late last night, with respect to what might happen because of our great dependence upon federal funding in this area. If we don't talk to our representatives and get them to move off the dime, we may have a very, very serious problem at a time when we were making pretty good progress before the economic down turn. The last item I have, Mr. Chairman, is something that is really disturbing but some of us have been telling you about for a long time. For those of you who don't know, the sea crest project in West Virginia has now been stopped, no more clean coal folks, there never was such an animal but the fact of the matter is it is a bill of \$668 million of which energy would have been required to pay half, has come home to roost now and we need to pay close attention to that because it has very serious implications especially for the Commonwealth of Virginia and those of us who are at the end of the coal rail line here in Hampton Roads. Thank you, Mr. Chairman.

Chairman Clark stated this concludes the public comment session.

Chairman Clark welcomed Mr. Barry Cheatham, from the City Franklin as a new representative on the Commission.

(Commissioner Scott arrives)

APPROVAL/MODIFICATION OF AGENDA

Chairman Clark asked if there were any changes to the agenda.

Commissioner Shepperd Moved to approve the agenda with the modification of a Resolution for support for Fort Monroe; seconded by Commissioner Goodson. The Motion Carried.

CONSENT AGENDA

The Consent Agenda contained the following items:

Minutes of June 16, 2011 Meeting

Treasurer's Report

Regional Reviews

A. PNRS Items Review

VA Coastal Zone Management 26th Year Implementation Grant – Virginia Department of Environmental Quality

VADEQ Superfund Core Program Cooperative Agreement – Virginia Department of Environmental Quality

Sec. 103 for NATT Air Monitoring Site Program – Virginia Department of Environmental Quality

B. Environmental Impact Assessment/Statement Review

Dominion Boulevard Roadway and Bridge Improvements, USDOT/Federal Highway Administration

Student Success Center, Christopher Newport University

Airport Entrance Sign, Chesapeake Regional Airport, USDOT/Federal Aviation Administration

Consultant Services Contract – SSORS

Consultant Services Contract – CNA

Consultant Services Contracts – ESI

Grant Proposal – Housing Virginia

Grant Proposal – HUD Sustainable Communities

Chairman Clark asked for a motion to approve the consent agenda.

Commissioner McReynolds Moved to approve the Consent Agenda; seconded by Commissioner Chandler. The Motion Carried.

Mr. Farmer stated Item No. 11 Grant Proposal - Housing Virginia, HRPDC has been approved to receive a grant from the state in the amount of \$4,500.

RESOLUTION – SUPPORT OF CONTINUED FUNDING FOR THE RESTORATION OF THE CHESAPEAKE BAY

Mr. Farmer stated the Hampton Roads Planning District Commission staff is requesting the Governor, Virginia General Assembly and Congress for continued financial support for the restoration of the Chesapeake Bay. The HRPDC staff recommends the resolution be approved by the Commission to reiterate its ongoing support for the restoration effort, focusing on the current need to maintain funding for the program.

Chairman Clark asked for a motion to approve the resolution to continue financial support for the restoration of the bay.

Commissioner Harrell Moved to approve the Resolution for continued funding for the restoration of the Chesapeake Bay; seconded by Commissioner Goodson. The Motion Carried.

(Commissioner Wright arrives)

RESOLUTION – ENDORSING REALITY CHECK HAMPTON ROADS

Chairman Clark introduced Mr. John Peterson, Chair of the Hampton Roads District Council of the Urban Land Institute (ULI) to brief the Commission on the Reality Check Hampton Roads.

Mr. Peterson stated he would like to briefly describe and define Reality Check, answer any questions about this effort and ask the Hampton Roads Planning District Commission for their support.

Mr. Peterson stated the Urban Land Institute is a forum that facilitates an open exchange of ideas, information and experience about land use policy and practices among local, national and international leaders and policy makers. ULI believes that Hampton Roads will benefit greatly from conducting this program in the spring of 2012.

Mr. Peterson stated he would talk about Reality Check a program that Urban Land Institute developed nationally. Reality Check is a land use visioning exercise. It is a gathering of 300 stakeholders from across the region representing a wide variety of experience and representation. This is a one day exercise for land use principals and to develop alternative growth scenarios for local leaders to utilize in land use decisions in the future. The format has been demonstrated in other regions throughout the country. It is also important to recognize this is not a developer effort. This is an effort that is derived from all constituents, a very well rounded representation of regional stakeholders. Another important fact is this day creates inter-activity between groups that may not otherwise sit at the same table. This process will create a regional land use vision that will help to guide any future decisions.

Why Reality Check in Hampton Roads? There is a projection there will be 350 thousand additional residents in Hampton Roads by 2035, which equals another Chesapeake or Hampton. There will be a need to determine how to accommodate that growth and produce different types of environments for living and also to preserve the natural environments in our region.

How does Reality Check work? This exercise will have tables with ten people at each table with a map. The idea is that each person at the table actually gives their input on where housing, jobs, transportation methods should be located, and what areas should not be developed. The maps have no jurisdictional boundaries, the idea is to treat this as one region. The result is a set of guiding principles that are derived from this exercise.

Mr. Peterson indicated the important point about this exercise is a post implementation exercise in the ULI Hampton Roads District Council. This is not a one day exercise that gets put on the shelf. The ULI Hampton Roads is in partnership with other groups that will preserve the ideals created in this exercise and make sure they are promoted and moved forward.

Mr. Peterson indicated the date and time will be announced in the fall and the exercise will be in the spring of 2012. The Reality Check Planning Committee is led by Mr. Burl Sanders, of H and R Architects and Engineers and Mr. Greg Scrfres with Williams Mullen; both of them have experience in this type of exercise. Also, on the planning committee will be representatives from the Southside as well as the Peninsula communities.

Mr. Peterson stated he was asking for the support of the Hampton Roads Planning District Commission and approve the resolution endorsing Reality Check Hampton Roads. It is critical to the success of a regional land use visioning exercise which is a great demonstration of regional cooperation which supports this effort.

Chairman Clark asked for questions.

Commissioner Franklin asked if Mr. Peterson could elaborate about the resources that are needed from HRPDC.

Mr. Peterson stated the resources needed would be related to research, mapping and other economic statistics. The program needs to have a strong background of information for all the participants prior to their arrival and we need the support of the HRPDC staff to produce some of that information.

Commissioner Goodson asked what procedure would be used to determine who would be participating in this exercise.

Mr. Peterson stated the procedure is a very delicate process one that is going to take all of our time from now until the program day. It is important there are representatives of all different constituencies: housing, transportation, environmental groups as well as civic league representation. ULI is going to try to reply upon the planning committee to make

sure we do not leave any major constituent or major stakeholder out of the process, and by having a wide range of participants we hope to get a regional viewpoint.

Commissioner Franklin asked with regards to this process how would this be infused with the already established documents like the Comprehensive Plans of the communities.

Mr. Peterson stated the comprehensive plans that each of the municipalities are required to produce are somewhat separate from this exercise. Those documents deal with things on a more detailed scale. Where the land uses would make the most sense based upon geographic and transportation constraints and general growth patterns and where would you like to see housing, jobs and transportation methods located. It will not in any way supersede anything that has been done on comprehensive planning efforts and it is really not even to that level of detail. The result of the program is really a set of guiding principles rather than any type of land use map.

Commissioner Shepperd stated his question is for Mr. Farmer. Does the HRPDC staff have the capacity to handle this input?

Mr. Farmer stated based on a discussion he had with Mr. Peterson the HRPDC staff could contribute to the point where we have the facts, figures and data they need. He thought Mr. Peterson would agree the HRPDC is not the only resource they are going to bring to the table?

Mr. Peterson stated Old Dominion University has agreed to support this effort as well and we will rely on their commercial, real estate and economic development group to support the effort as well.

Commissioner Shepperd asked when this exercise will take place.

Mr. Peterson stated most likely in May of 2012.

Commissioner Shepperd asked at the end of the day will there be a briefing on the results?

Mr. Farmer stated absolutely, for the Commission.

Mr. Peterson stated not only will there be a briefing there will also be ongoing efforts to make sure we continue the life of this exercise.

Chairman Clark asked for a motion to approve the resolution endorsing Reality Check Hampton Roads.

Commissioner Goodson Moved to approve the Resolution endorsing Reality Check Hampton Roads; seconded by Commissioner Shepperd. The Motion Carried.

(Mayor Krasnoff arrives.)

REGIONAL WATER SUPPLY PLAN

Chairman Clark introduced Ms. Whitney Katchmark to talk about the Hampton Roads Regional Water Supply Plan.

Ms. Katchmark stated the State of Virginia has a new regulation that requires every locality in the state to submit either a local or regional water supply plan to the Department of Environmental Quality (DEQ) by November 2011. HRPDC has put together a regional plan.

Ms. Katchmark stated the regulation was established in November 2005, it was prompted by the drought of 2002. In August 2002, most of Virginia was under severe drought conditions and some localities were not prepared. The General Assembly wrote the new legislation to make sure localities planned for drought conditions and that localities had contingencies and ordinances in place. The regulation required the following information: 1) Description of existing water sources, uses and water resource conditions; 2) Assessment of projected water demand; 3) Description of water management actions and drought response; 4) Statement of need to compare supply versus demand; 5) Alternative analysis that identifies potential alternatives to address projected deficits in water supplies.

The HRPDC Directors of Utilities Committee prompted the regional initiatives, and in 2007 the localities signed a Memorandum of Agreement to develop a Regional Water Supply Plan. The Directors of Utilities Committee followed the process, reviewed the data, assumptions, and draft report chapters throughout the development of the plan. The need for the plan is comparing the supply versus demand. Overall the region meets the water demands for 20 to 30 years if not longer. There are a number of uncertainties and unknowns associated with both supply and demand.

Ms. Katchmark stated there were two issues she wanted to point out. First is the availability of ground water. Our ground water supplies are dictated by our permit limits and every ten years permits are reviewed and renewed, because the localities do not know if they are likely to get more water or less water in the future. There are some concerns that the ground water system is over allocated. The other issue for the supply side is climate change. There are models that predict an increase, and also some decrease in rainfall in this area and a chance that temperature trends might change. These things affect how much water would reach the reservoirs in terms of less rainfall or bigger storms. All those things can affect how much surface water the localities have. The temperature has an effect as well because it can cause evaporation to occur much faster than it currently does. Another problem is estimating demand for commercial and industrial demands. When looking out 40 years, there is no idea which company will leave Hampton Roads, which ones are going to come to Hampton Roads, and how much water they will need because they are sector dependent. The second unknown is conservation. Both the residential and commercial conservation could increase or decrease overtime. The southside and Western Tidewater appear to have enough water to meet demands until 2050; the Peninsula until 2040, when there is a small deficit of five to ten million gallons a day.

There are no recommendations - the plan does not require localities to choose an alternative, they have to discuss what the options are. However, the regulation does focus on water demand management and conservation. The state wanted localities to determine if they could meet future demands with more conservation, so HRPDC collected historic data. The first data point was water use, per capita water use in 1990, and annual data from 2000 to 2008. This per capita data includes all water use, for residential, commercial, military and all different kinds of usage. If we can separate different groups we might get a handle on whether or not people are watering their lawn less, installing low flow fixtures, or if there is a change in the makeup of our commercial and industrial base.

Ms. Katchmark stated the Chesapeake Energy Center is one of the three large power plants in the region. Energy production takes a ton of water; just to give you some idea that one power plant uses twice the amount of water as all of the public water systems in the entire region. Across the world, communities are looking at this dilemma between needing water for energy production and water for public water systems, and lots of times there is a conflict because they are using the same water sources, the same aquifer systems or same rivers. Hampton Roads does not have that conflict. The water is withdrawn from the James, York and Elizabeth Rivers and most of it is returned to those rivers. Because they are tidal the public water systems are not using the same rivers to support the public water supply. The Hampton Roads communities have been very proactive before this regulation was in place. Every locality has some type of drought response plan or ordinances in place and they also have plans on how they would implement restrictions if the water supply started to decrease.

Ms. Katchmark stated in order to comply with the new regulation each locality needs to pass a resolution adopting the Regional Water Supply Plan, have a public hearing and record any written public comments. HRPDC staff is asking each locality to send them a copy of resolutions and comments by the end of September. The document has to be submitted to the State by the November deadline. When the Plan is complete, the State Water Control Board has the authority to approve the plan. Criteria have not been established on how the Plan will be evaluated. There is an Advisory Committee that will decide if the report has made a good faith effort to provide the information and also approve the report, and indicate when the report will be renewed and updated. The Department of Environmental Quality will put all these plans together and create a State Water Supply Plan. HRPDC staff is participating on the Advisory Committee and will keep the Commission informed on decisions being made.

Chairman Clark asked for a motion.

Commissioner Goodson Moved to accept the Plan as meeting the requirement of the HRPDC Unified Planning Work Program and distribute the Hampton Roads Regional Water Supply Plan to local governments for adoption; seconded by Commissioner Wright. The Motion Carried.

HAMPTON ROADS REGIONAL COMPETITIVENESS

Chairman Clark introduced Mr. Greg Grootendorst to talk about Hampton Roads Regional Competitiveness.

Mr. Grootendorst stated the purpose of this report was to identify theories and strategies regarding sustainable economic growth, review factors that lead to productivity growth in successful regions and determine implications of the research for the Hampton Roads economy.

Mr. Grootendorst stated when looking at competitiveness you have to determine what competitiveness means. Economic competitiveness is less about competition and more about productivity and how to compare other regions with respect to productivity. Competitiveness is also used to inspire action and motivate people. The pursuit of economic competitiveness often falls in the hand of economic development. The theoretical review indicates economic competitiveness between regions is not a zero sum game, increased competitiveness equals increased productivity and theoretical models of competitiveness result in one of three end states. The first is regions as sites of export specialization. According to the theoretical research, it is much less about diversification and more about specialization, in this global economy, regions are becoming more and more specialized. The second end state is regions as sites for increasing returns to scale. As regions can get bigger clusters, more groupings together, they can increase efficiencies, lower costs and have greater return to scale. The third is regions as hubs of knowledge. For an example locally, it would be modeling and simulation. The three end points, the sites for export specialization, source of increasing returns and hubs of knowledge, all collected around clusters.

Empirical review says economies are incredibly complex and each exists in a unique state. Human capital consistently drives economic growth and most job gains are the result of new business establishment or expansion of existing businesses. When looking at the empirical data most think what constitutes success and what factors lead to success? Quite often when we look to success, we are looking for real term, short term solutions, such as current dips in the economy or current stresses and looking for immediate solutions. Silicon Valley is perhaps the most studied success story in the U.S. in terms of how a region booms. What happened in Silicon Valley in 1991 and the confluence of events that led to its success?

Mr. Grootendorst stated the Research Triangle has seen a great deal of success that originated from the events in 1959. There are multitudes of well-planned, well-financed unsuccessful efforts throughout the country. This is where you do not see much research or you do not hear about it as often. There have been multi-billion dollar efforts in both Ohio and Michigan from tobacco settlement money to create bioscience corridors with limited success. When looking at countries and regions across the world, and the nation and looking at the empirical review, what is determined and what the research states are the economies are incredibly complex. When bringing education into the economy, does it stimulate growth or does growth stimulate the degree of educated people coming into the

economy, or are both happening at the same time. A lot of these causal relationships are extremely difficult to determine. One thing we have determined is human capital and education does drive economic growth and that most job gains are the result of new business establishment and the expansion of existing business.

Mr. Grootendorst stated we often look at Hampton Roads in such a way that Hampton Roads is being compared to the very top end performers not realizing the top performers do change. For per capita income in 2009, Hampton Roads is ranked 41st of the top 102 MSAs. The reason we took the top 102 MSAs as opposed to the top 100 MSAs is because we are taking populations of 500,000 or more. In terms of 25 year growth in employment, we are using 25 years because we are looking at sustained growth. The number one ranking metropolitan area was Las Vegas. Hampton Roads ranked 66th in terms of employment growth over that time period. In terms of per capita income growth, Hampton Roads ranked 39th which represents a rather strong economy. Las Vegas is not in the top ten in terms of growth. Las Vegas had a high degree of employment growth but income growth is one of the better measures of quality of life.

When looking where Hampton Roads stands with respect to income growth over 25 years, Hampton Roads is doing well. In terms of education, high school equivalency, Hampton Roads ranked 24th of top 102 MSA's in terms of number of people who completed high school equivalency. That is reflective of our economy and the industries that are in our economy and it is a very strong and powerful indicator. The reason is the number of uneducated people, people without high school equivalency, or high school completion remains in the economy for years. Graduate degrees in Hampton Roads ranked 59th near the middle of the pack. Hampton Roads has a strong high school equivalency and was not strong in graduate degrees, because it is reflective of Hampton Roads jobs and occupation base in the job industries. Also, included in the report are such things as employment multipliers, regional purchase co-efficient, relative labor cost and employment multipliers.

In conclusion, the majority of employment growth comes from new small businesses and growth in existing business; success in sustained economic growth has been rooted in industry clusters based on regional advantages; human capital, which is education, has proven to be a driver of economic growth; regional cooperation on provision of services, tax structures and regulatory requirements increases the co-location efficiencies; and finally, targeted development strategies tend to be costly and rarely prove to be effective in achieving long-term regional growth.

Chairman Clark asked for questions.

Commissioner Shepperd asked if the tourism category was included in the report.

Mr. Grootendorst stated tourism is included in the report.

Commissioner Goodson asked if the multipliers are standard nationwide; where did the standards come from.

Mr. Grootendorst stated multipliers come from the base information for multipliers that comes from the Bureau of Economic Analysis. There is a spreadsheet they put together that looks at inputs and outputs for various industries. These specific multipliers are not national multipliers they are specific to the Hampton Roads economy. In order to come up with these multipliers, we ran a regional economic model 165 different times to come up with the specific multipliers, for each industry. The reality is they are based off the federal data and tailored specifically to the Hampton Roads economy. It simply states that in that industry in this current capacity, for every one job that sits in the industry, another seven people are employed in other industries supported by that single job. One aspect of that is there is a huge amount of funding that comes in with those funds and trust that is dissipated into the economy. Great degree of funding that is distributed which then supports other jobs.

Chairman Clark asked for a motion.

Commissioner Shepperd Moved to approve the release of the Hampton Roads Regional Competitiveness Study; seconded by Commissioner Cheatham. The Motion Carried.

HRPDC ACTION ITEMS: THREE MONTH TENTATIVE SCHEDULE

No questions or comments.

PROJECT STATUS REPORT

No questions or comments.

CORRESPONDENCE OF INTEREST

No questions or comments.

OLD/NEW BUSINESS

Mr. Farmer stated this was a reminder the August HRPDC Executive Committee will be canceled.

Chairman Clark indicated there was one new business item for review, a Resolution endorsing Ft. Monroe National Park.

Mayor Ward stated the Army will leave September 15th and Fort Monroe will revert to the Commonwealth. The majority of the property will revert to the Commonwealth of Virginia through the BRAC process. It has been a very difficult time for the City of Hampton. Hampton has invested a lot of resources in this transition, unlike the usual BRAC process, Hampton did not received federal funds to help with this effort. When a fort or base closes it reverts to a municipality, this is not true for Hampton. Hampton has not received any funds from the Office of Economic Adjustment. One of the ways that Hampton will be successful in the future is a national park servicing Fort Monroe. It is the right thing to do

because of the history of Fort Monroe that needs to be preserved and because of the natural resources at Fort Monroe that should be open to all citizens of the region and the Commonwealth for use. Hampton is asking HRPDC to endorse this resolution supporting our efforts to have a national park. We have received regional support from HRPDC, HRMFFA and the Hampton Roads Partnership before and Hampton is very grateful. Hampton has also received many letters of support from different communities and some of the Mayors have written letters of support which I am very grateful. Hampton has bipartisan support for this effort. The Governor, Senator Webb and Senator Warner support our effort, and the entire Congressional Delegation from the Hampton Roads Region supports this endeavor. The Hampton Roads Congressional Delegation introduced legislation this month. Hampton would be deeply grateful if you pass this resolution. There are flyers which is a post card that has the web site that is open for public comment. The National Park Service has website open for public comment until July 26 at 5 p.m. Mr. Ken Salazar, the Director of the Secretary of the Interior was in Hampton on June 29, and the National Park Service scheduled two public meetings in Hampton, and the federal government scheduled a public meeting on July 19.

Commissioner Franklin asked what would be the worst case scenario for the City of Hampton should this not be provided.

Mayor Ward stated Hampton thinks it is very important for economic, historic and natural resource reasons. If this does not happen Hampton is in danger of losing some very important history that has not been preserved or told, as the story of African-American experience at Fort Monroe. The first enslaved Americans to arrive in America arrived at Fort Monroe; the first African American child born in America was born at Fort Monroe; it is also the site of the very critical contraband slave decision that was made in May of 1861 when Benjamin Butler declared the three brave men that escaped there for sanctuary and contraband of the war changed the course of history. Lincoln was not an abolitionist, and the Civil War was not about slavery until that day Benjamin Butler made that decision, tens of thousands of enslaved Americans escaped to Fort Monroe for sanctuary. Also, when all enslaved Americans gained their freedom, when the tide of the war started to change and the conversation was about slavery, Lincoln began to change his way thinking and it was the birth of the Emancipation Proclamation. The worst case scenario is if that story does not get preserved and told the way it should and not get the national stature and significance it deserves.

Mayor Ward stated talking to an historian who explained the most important parts of our history and most important sites in America make you realize how important it is to be reserved and publicized. The worst case scenario is that story would not be told. For the city of Hampton, it is important that Fort Monroe get the branding of the National Park Service. The story is significant and there are many historically important things that happened there and if we do not get the branding, then it will change the course of what happens next at Fort Monroe because it will get discounted.

Mayor Krasnoff asked if this was for the entire project, inside the moat or just the older project.

Mayor Ward stated the legislation that has been introduced in Congress has a map that has been approved by the National Park Service.

Mayor Price Moved to approve the Resolution endorsing the establishment of the National Park System unit at Fort Monroe and urging the President, Congress and the federal executive branch agencies to move expeditiously; seconded by Mayor Krasnoff. The Motion carried.

CLOSED SESSION

Chairman Clark stated there was a closed session item for discussion and asked for a motion.

Commissioner Shepperd Moved to go into closed meeting for the purpose of discussing the performance, terms of employment and salary of the Executive Director, pursuant to Virginia Code Section 2.2-3711. A.1.; seconded by Commissioner Goodson. The Motion carried.

Commissioner Shepperd Moved to certify that to the best of each member's knowledge (i) only public business matters lawfully exempt from open meeting requirements under the Virginia Code and (ii) only those public business matters that were identified in the motion by which the closed meeting was convened, were heard, discussed or considered during the closed meeting; seconded by Mayor Ward. The Motion carried.

A roll call vote was taken.

Mayor Alan Krasnoff	Yes
William Harrell	Yes
Amar Dwarkanath	Yes
Dr. Ella Ward	Yes
Barry Cheatham	Yes
Brenda Garton	Yes
Gregory Woodard	Yes
Mary Bunting	Yes
Mayor Molly Joseph Ward	Yes
W. Douglas Caskey	Yes
Bruce Goodson	Yes
Mayor McKinley Price	Yes
Sharon Scott	Yes
J. Randall Wheeler	Yes
Mayor Kenneth Wright	Yes
Michael W. Johnson	Yes
Anita Felts	Yes
Selena Cuffee-Glenn	Yes
Tyrone W. Franklin	Yes

John Seward	Yes
James Spore	Yes
Mayor Clyde Haulman	Yes

Mayor Price Moved to approve the contract for the employment of the Executive Director to be extend for a period of one year beginning July 1, 2011 to June 30, 2012 and that included a 2.3% adjustment to base salary and deferred compensation. Mayor Wright seconded the motion. The Motion carried.

ADJOURNMENT

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

Stan D. Clark
Chairman

Dwight L. Farmer
Executive Director/Secretary