



HAMPTON ROADS REVIEW

A QUARTERLY PUBLICATION OF THE HAMPTON ROADS PLANNING DISTRICT COMMISSION • Fall '09



In this issue:
A look back at 40
years of Regionalism...





The Hampton Roads Review is published quarterly and is available at no cost. The HRPDC is a voluntary association of sixteen local governments. The purpose of the HRPDC is to provide a forum for local governments to address issues of regional importance and to encourage regional cooperation and coordination. For more information contact the HRPDC at 757.420.8300 or visit our website at www.hrpdcva.gov.

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The Hampton Roads Review, a quarterly publication of the Hampton Roads Planning District Commission, the Virginia Department of Transportation, the National Oceanic and Atmospheric Administration, the Virginia Department of Environmental Quality, Virginia Coastal Zone Management Program and local area governments.

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Editor's Note:

Shorter days are here. School buses have resumed their duties. Cooler temperatures are making yard work bearable. And footballs are flying through the air and all over televisions. (How about those ODU Monarchs in their first year! Go Big Blue!) Yes, there's no doubt Fall has arrived in Hampton Roads. Personally, I'm looking forward to a drive along the Colonial Parkway to take in the autumn colors. That's always a favorite way to celebrate the harvest season.

Speaking of celebrating, did you know that this year marks the 40th Anniversary of the creation of planning district commissions in Virginia? Forty years ago there were two planning districts serving the Hampton Roads region, the Southeastern Virginia and Peninsula Planning District Commissions, and this quarter we honor their history and the history of the merged HRPDC by highlighting some of the regional projects and programs that continue to shape our region. Look for the retrospective in the first few pages of the *Hampton Roads Review*.

In addition to the nostalgia, we're providing an update on the exercising and drilling efforts of the Hampton Roads Metropolitan Medical Response Strike Team (HRMMST) as part of its mission to stay prepared to respond if called upon in the event of a natural or man-made disaster. (Page 17) The Hampton Roads Housing Consortium held its third annual awards banquet recognizing housing initiatives that have contributed to improving the affordability of housing in Hampton Roads. (Page 18) Finally, our Physical and Environmental Planning staff provides an update on a regional study examining climate change and its impacts locally. (Page 13)

Hope you enjoy this quarter's review, and as always, feel free to drop me an email with comments and suggestions.



Joe Turner,
Editor

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HRPDC: 40 Years of Regionalism

John Carlock, HRPDC, Deputy Executive Director, jcarlock@hrpdcva.gov

In 1968, the Commonwealth of Virginia demonstrated great foresight with the passage of the Virginia Area Development Act. Based on the work of the Hahn Commission, the Act established the basis for a statewide system of regional Planning District Commissions (PDCs), enabling authority permitting local governments to create the Planning District Commissions, and a state funding mechanism to support the operation of PDCs once they were established by the localities. In 1969, Virginia was one of the few states having a statewide regional mechanism, including state funding, to facilitate local cooperation as well as state-local coordination on a variety of planning programs.

In the Fall of 1969, the localities of Hampton Roads took advantage of this legislative authority to create the Peninsula and Southeastern Virginia Planning District Commissions. Both PDCs were formed around existing Regional Planning Commissions, which had been formed in the early 1960s. Not surprising, major issues supporting the creation of these new agencies were transportation and water resources. The two PDCs evolved separately reflecting differences in local interests, development and population; however, the issues that led to their creation eventually combined with

transportation improvements and continued regional growth brought them together in 1990 with the creation of the Hampton Roads Planning District Commission.

The previous forty years have laid a strong foundation of regional cooperation through the HRPDC as the region faces tremendous opportunities and hurdles as it moves forward. It is worth reflecting on some of the highlights of the past forty years as the prelude to the coming decade.

Through the HRPDC, the region's localities have created numerous institutions to implement cooperative programs in criminal justice (Regional Jails), waste disposal (the Virginia Peninsulas and Southeastern PSAs), transportation (Hampton Roads Transit and Williamsburg Area Transit Authority), emergency medical services (TEMS and PEMS), regional sports authorities, and military and federal facilities (HRMFFA). In other cases, Memoranda of Agreement (MOA) among the localities and the HRPDC establish cooperative programs to address specific issues such as groundwater, stormwater and wastewater management; water supply planning; environmental education; and emergency response.

During the 1970s, the two PDCs undertook a number of significant regional studies, leading to the creation of several of the institutions that exist today to implement regional programs. They joined together with the Hampton Roads Sanitation District as the Hampton Roads Water Quality Agency to undertake a comprehensive water quality management plan funded by the U.S. Environmental Protection Agency. This cutting edge initiative included the first stormwater monitoring and modeling effort for the region while identifying many of the scientific issues that the region and the Commonwealth continue to wrestle with today – bacterial and nutrient contaminants, stormwater management, septic tanks and wastewater system management. Concurrently, both PDCs established rigorous systems for reviewing applications for state and federal grants and environmental impact documents and undertook major solid waste management studies.

Following the merger of the two PDCs in 1990, the HRPDC continued the history of regional service to the member localities and increased the region's role as a leader in various state and federal regulatory programs. The agency's service function increased through the establishment of environmental education programs dealing with water conservation, stormwater management, litter control and



John Carlock (circa 1987) assists local company with disposal of hazardous materials.





recycling and wastewater system management and the creation of the Hampton Roads H2O – Help To Others – Program. The HRPDC’s technical role continued through a host of regional environmental studies, many of which were recognized by state agencies and national organizations as “the best.” MOAs established the institutional framework for enhanced regional cooperation, especially in water resources management. The HRPDC’s leadership role

40 Years of Improving Transportation Connectivity in Hampton Roads

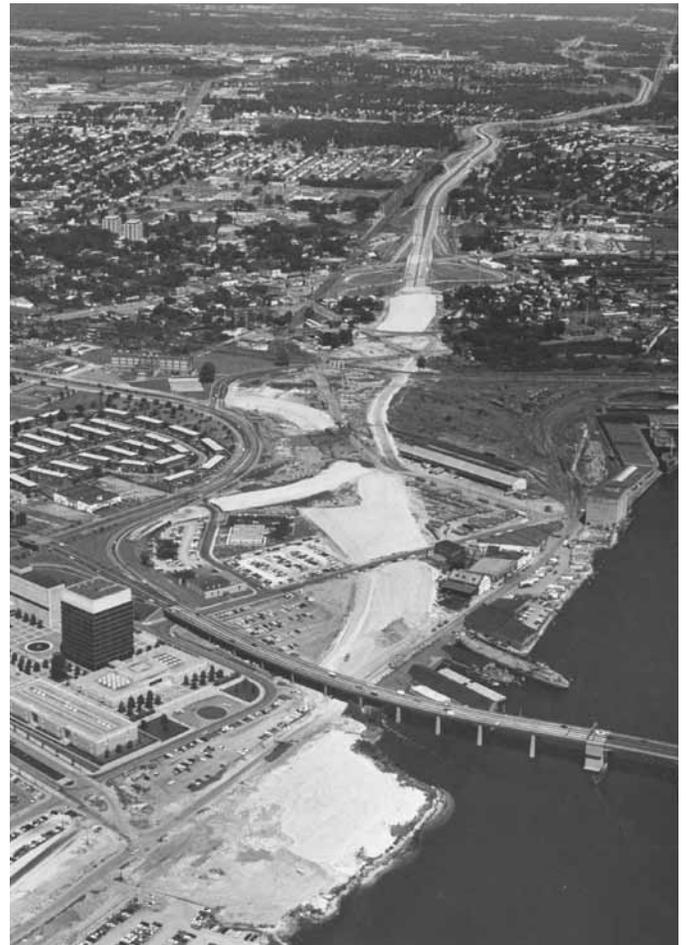
By Mike Kimbrel, Principal Transportation Engineer, mkimbrel@hrpdca.gov

When Planning District Commissions were established in 1969, Hampton Roads’ major roadway network was very different from the roadway system we use today. Interstate 64 on the Peninsula ran from the Hampton Roads Bridge-Tunnel, a two-lane harbor crossing, to a terminus near Camp Peary. On the Southside, I-64 ran from Wards Corner in Norfolk to Bowers Hill in Chesapeake and State Route 44 ran from I-64 to the Virginia Beach oceanfront. The Downtown Tunnel was a two-lane connection between Norfolk and Portsmouth. The James River Bridge, built in 1928, was only 20 feet wide from curb to curb. The Coleman Bridge, built in 1952 to connect Gloucester County to the Peninsula, was a two-lane river crossing.

The first comprehensive regional transportation plans for Hampton Roads were completed in 1965 (Southside) and 1967 (Peninsula). Those plans included recommendations for a number of major transportation improvements that should sound familiar - Interstates 264, 464, and 564; the Oak Grove Connector and Great Bridge Bypass in Chesapeake; the Western Freeway in Portsmouth; the Suffolk Bypass; Diamond Springs Road and Independence Boulevard in Virginia Beach; the East-West Expressway in Hampton and Newport News (that eventually became part of I-664); the Boxley Boulevard-Yorktown Road-Little Florida Road facility to connect Newport News, York County, and

increased as staff and Committee members were appointed to statewide leadership positions and membership on state committees that were developing the policy and regulatory framework for the new millennium.

The HRPDC’s fortieth year began a period of change and renewal. Initially, this was driven by retirement and a restructuring of the region’s transportation component – the Metropolitan (now Transportation) Planning Organization. Renewal continues as the region explores new areas of cooperation, such as the provision of ongoing management of infrastructure developed through the several emergency management programs. The new economic climate created by global competition and the financial constraints associated with the recession of 2008-2009, coupled with the increasing complexity of infrastructure and regulatory issues, underscore the need and potential for regional cooperation. Through the climate of cooperation that has developed over the past 40 years and the institutional structure that has been put in place by the region’s localities, Hampton Roads is well positioned to take advantage of these opportunities and challenges.





Poquoson (that became Oyster Point Road and Victory Boulevard); the extension of Fort Eustis Boulevard from Jefferson Avenue to US Route 17 in Newport News and York County; and the Williamsburg Artery (that became part of Route 199 around Williamsburg).

The construction of many of the roadway system improvements recommended in the original regional transportation plans and in subsequent long-range transportation plans has greatly enhanced connectivity in Hampton Roads. Included among major improvements are: the addition of parallel facilities at the Hampton Roads Bridge-Tunnel and the Downtown Tunnel; construction of Interstate 664 and the Monitor-Merrimac Memorial Bridge-Tunnel; replacement of the James River Bridge with a modern four-lane facility; widening and reconstruction of the Coleman Bridge to a four-lane facility; construction of the Chesapeake Expressway from I-64 to the North Carolina line; and construction of the Pinners Point Connector, which connected the Western Freeway to Martin Luther King Freeway and the Midtown Tunnel and removed through traffic from the Port Norfolk neighborhood.

Public transportation in Hampton Roads began in 1973 when Tidewater Regional Transit (TRT) commenced bus service in Norfolk and Virginia Beach. In 1975, the Peninsula Transportation District Commission began bus service in Hampton and Newport News under the name

PENTRAN after purchasing the privately-owned Citizens Rapid Transit (CRT) Company. James City County Transit (JCCT) began service in the County and Williamsburg in 1977. Since that time, TRT and PENTRAN merged in 1999 to form Hampton Roads Transit (HRT), which now serves the cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk, and Virginia Beach. In addition to bus and passenger ferry service, HRT will soon operate a new light-rail line in Norfolk. The Williamsburg Area Transit Authority (WATA) now operates bus service in the area that was originally served by JCCT. In addition to providing bus service to James City County, Williamsburg, and a portion of York County, WATA also operates bus services for Colonial Williamsburg and the College of William and Mary. In terms of transit connectivity, HRT has three express bus routes that run between the Peninsula and the Southside, one route between Hampton and Smithfield, and one route between Newport News and Williamsburg that provides access to the WATA transit network. In addition to its connection to the HRT transit network, WATA also provides transit service across the James River to Surry County.

Forty years ago, the Hampton Roads region operated as two separate regions – the Peninsula and the Southside (or Tidewater) – as evidenced by the original establishment of two separate Planning District Commissions and the development of separate regional transportation plans. Since that time, in large part due to improvements in the connectivity of the roadway and transit networks, the cities and counties of Hampton Roads have coalesced into a single, vibrant region to the benefit of our residents and businesses. Working together, we will continue to make great improvements to transportation connectivity in Hampton Roads.



PDCs Provided Progressive Study of a Complex Regional Economy

By Greg Grootendorst, Chief Economist, ggrootendorst@hrpdcva.gov

Jurisdictional boundaries are often irrelevant with respect to economics. The laws of supply and demand traverse cities and counties, quickly flowing into the region and beyond. While the term “global economy” has become part of the everyday vernacular, it is important to recognize that the role of a regional economy remains as important as ever.



Metropolitan areas form naturally around unique attributes to provide competitive and comparative advantages. A region's distinctive advantages allow clusters of industry to develop that are capable of competing on the world stage. The key to success often lies in regional synergies that maximize the advantage of all competitive attributes within a region. This idea was not lost on Virginia's General Assembly when they codified the roles of Planning District Commissions in the Regional Cooperation Act.

The HRPDC Economics Department began under the direction of Bill Reilly, the Chief Economic Planner of the Southeastern Virginia Planning District Commission (SVPDC). Mr. Reilly and his staff collected information and served as the regional data center, preparing Regional



Data Reports for member jurisdictions on the Southside from information that the SVPDC received from the Commonwealth. These reports would often include some limited analysis, and were used to support and direct local economic development efforts.

The direction of the Economics Department began to change in 1976 when John Whaley became the Chief Economist. Under his direction, the Economics Department transitioned from work that was focused on economic development to work that was focused on the region's economy. Economics staff began producing reports on topics such as Hampton Roads real estate, the regional office market, the military, retail sales, and the hospitality industry. While the main focus of these reports was on the Southside of Hampton Roads, several documents included information on the Peninsula as well.

In the mid to late eighties, the Peninsula Planning District Commission, which did not have a dedicated economist, began contracting with the SVPDC for the purpose of producing reports on the entire region. This partnership



was a precursor to the eventual merger of the two planning district commissions that took place in 1990.

With full focus on the entire region, the HRPDC Economics staff utilized economics models such as RIMS II and Implan to model regional economic behavior. This was especially valuable following the recession of 1990-91. The economic volatility of the time initiated the long-standing HRPDC tradition of providing the Commission with an economic forecast for the region each year.

Beginning in the latter part of the nineties, Economics Staff devoted a fair amount of time to tax reform. Analysis of state tax code and potential revenue streams for various

transportation projects continued through the early part of the new century. Staff efforts were assisted through the purchase of the REMI model, a region-specific dynamic forecasting and policy analysis tool.

Over the past few years, staff has started using new technologies in the provision of data and analysis to member jurisdictions, regional organizations, and to local, national, and international news agencies. Economics staff activities continue to include technical assistance, reports on issues of regional significance, annual and long range forecasts, impact analysis, collection and dissemination of data and the fulfillment of the role of State affiliate data center, as is instructed in the Code of Virginia.



A History of Service and Planning Support for Important Social Needs

By Shernita Bethea, Housing and Human Services Manager, sbethea@hrpdcva.gov

Since the late 1960's, issues related to social needs have been addressed in several capacities by the Hampton Roads Planning District Commission, (HRPDC) and its predecessor organizations, the Peninsula Planning District Commission (PPDC) and the Southeastern Virginia Planning District Commission (SVPDC). Historically, the HRPDC has provided support and programs for Housing related issues, Criminal Justice Planning, Substance Abuse Plan Development, Work-study and Human Resource Programs, as well as several projects that addressed the needs of the Homeless and those with Special Needs.

Also during this time, the United Drug Abuse Council (UDAC) was created to promote regional cooperation in addressing substance abuse issues while creating and maintaining quality services and programs. The HRPDC developed several annual plans related to substance abuse programs as well as facilitated annual trainings for law enforcement personnel. In addition to substance abuse plan development, the Commission was instrumental in the development of a Regional Criminal Justice Plan. This program stressed regional coordination and the creation of cooperative partnerships in an effort to analyze regional needs, to evaluate State and Federal laws, and to plan for future programs and development.

In 1972, the SVPDC added the housing element to its Comprehensive Plan. Through regional committees and excellent planning from the staff, several studies were commissioned such as the [National Issues Affecting Housing in Southeastern Virginia](#). Through this study, it was evident that a regional housing database was needed, as well as more regional collaboration among the localities. The SVPDC's staff worked in conjunction with the Regional

Housing Advisory Committee to facilitate A-95 reviews of applications for the HUD programs pertaining to its Community Development Block Grant and Comprehensive Planning Assistance (701) programs. This was a core responsibility of the staff. The formation of the Housing Information System (HIS) was formed to include a database of housing information including local vacancy statistics, subsidized rental projects, census information, maps, and regional data reported on HUD/FHA unsold inventory.

The HRPDC turned its focus to working on several other activities including the creation of the Single Family Regional Loan Fund Partnership that created affordable housing loan programs and access to regional down payment and closing cost assistance. The HRPDC also continued its involvement with Senior Issues and Persons with Disabilities through participation with Senior Services of Southeastern Virginia (formerly SEVAMP) and by serving as fiscal agent and employer of record for the South Hampton Roads Disabilities Services Board. In 1996, the HRPDC staff was also instrumental in the creation of the Hampton Roads Housing Consortium, a regional coalition of affordable housing industry members. Regional meetings, trainings and workshops are still held on a continuous basis.

The HRPDC also played a critical leadership role during the 1995 Defense Base Closure and Realignment (BRAC). Aided by funding from the state and local communities, the HRPDC organized a task force of government officials and community leaders to support retention of our local military activities and defense-related jobs. Another regional BRAC committee was organized in late 2003 to address another round of base closures in 2005.

Today, the Housing and Human Services program continues to be involved with many programs and initiatives for those with disabilities, the aging population, and affordable housing initiatives through various committees, organizations, and programs to strengthen collaborative efforts for the region. HRPDC programs have adapted to meet the changing social needs of the member localities and fill gaps within existing services and programs. The HRPDC's use of technology has been instrumental in disseminating information in an easier and more timely manner. Programs and services addressing critical issue needs in the area of housing, persons with disabilities, homelessness, and senior related issues remain paramount. The HRPDC's planning expertise is instrumental and helps to pave the way for many other regional committees and organizations. The Housing and Human Services program continues to evaluate the social needs of the region and look for ways to strengthen regional collaborations that ultimately benefit the citizens of the Hampton Roads area.



A New Program for a New Time

By Richard Flannery, Emergency Management Administrator, rflannery@hrpdcva.gov

In 1998, the localities requested the HRPDC lead a new initiative in emergency management. A Regional Emergency Management Planning position was implemented along with the creation of the Regional Emergency Management Technical Advisory Committee (REMTAC). This new position and technical advisory committee was, and is, tasked with providing support to Hampton Roads and the HRPDC Board by improving planning on issues greater than local significance, such as evacuations. Through the Regional Emergency Management Planner position over the following years, REMTAC's charge evolved into its current state in which its charter states: "to ensure a safe, secure, and prepared Hampton Roads by collaborative strategic planning as it relates to prevention, preparedness, response, and recovery from natural, technological, and terrorism-related disasters and/or major emergencies, by partnering with federal, state, and private entities, and the citizens of Hampton Roads."

As the Emergency Management Program evolved, the focus of the activities and projects taken on to support emergency managers in the region cultivated regional preparedness. This has been done by fostering collaboration, supporting and coordinating with other regional and functional organizations (e.g., Hampton Roads Emergency Managers, Hampton Roads Metropolitan Medical Response System (HRMMRS), Hampton Roads Interoperability Communications Advisory Committee (HRICAC), the Fire



Chiefs, Police Chiefs, Health Directors, Utility Directors, Hospitals, etc.), identifying mutually beneficial grant programs and investments, and supporting planning efforts, frameworks, and development of operating procedures to facilitate successful disaster operations.

Initially, projects consisted of debris management, public education, communication interoperability, special needs, and other activities related to planning, mitigation, response and recovery from all natural or manmade hazards. Additionally, the new Emergency Management Program assisted the localities in managing the aftermath of major tropical storms and hurricanes in the late 1990s.

As the Department of Homeland Security (DHS) was created and the Federal Emergency Management Administration (FEMA) was restructured, this new Emergency Management program positioned the region to take advantage of new federal and state funding opportunities associated with potential terrorist threats. This included an award winning and nationally recognized regional Metropolitan Medical Response System (1999) and the designation of a Tier II Urban Area for the DHS Urban Areas Security Initiative in 2006. Initially, these programs were designated just for specific localities in Hampton Roads. With input from REMTAC and the Regional Emergency Management Planner, the City Managers and County Administrators of the member localities determined that these programs should be utilized by the entire region rather than a select few localities in order to take full advantage of these regionally focused programs and available funding to build regional capabilities.

This has resulted in Hampton Roads being better prepared as new capabilities have been and continue to be implemented. The region is continually recognized by the state and federal agencies as new programs are regularly pushed to the region for coordination and management.

As the Emergency Management program continues to mature at the HRPDC, new initiatives are constantly being evaluated for inclusion into the work program based on the needs of the region. This includes the development of Hazard Mitigation Planning and Homeland Security initiatives as the HRPDC moves into the next chapter of supporting the region's needs. Building regional capabilities, as intended by DHS, FEMA, and state public safety agencies, and supporting local and regional planning has been and remains the ultimate goal of this program.

Employee Service Milestones



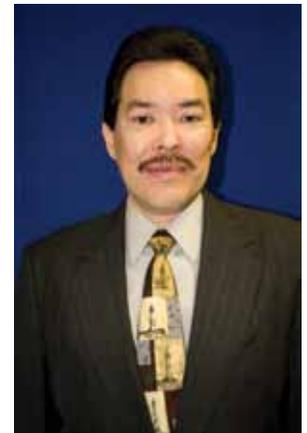
35 YEARS

Frances Hughey



25 YEARS

Camelia Ravanbakht



20 YEARS

Michael Kimbrel



Samuel Belfield



10 YEARS

James Hummer



Keith Nichols



5 YEARS

Claire Jones

Groundwater NOIRA Could Impact Future Available Water Supply

By Whitney Katchmark, Senior Regional Geologist, wkatchmark@hrpdcva.gov

The State Water Control Board is reviewing the Ground Water Withdrawal Regulations (9 VAC 25 – 610) and considering expanding the Eastern Virginia Ground Water Management Area (9 VAC 25 – 600). The Notice of Intended Regulatory Action (NOIRA) and Agency Background Document described the purpose of the regulatory review:

“address the increasing demand on limited groundwater resources, changes to the administrative review process, and regulatory changes necessitated by new information on the coastal plain aquifer system.”

The agency is also considering expanding the Eastern Virginia Ground Water Management Area to include the remaining portion of Virginia’s coastal plain. The following additional counties and one city would be added to the management area: Caroline, King and Queen, Gloucester, Mathews, Middlesex, Essex, Spotsylvania (part), Stafford (part), Prince William (part), King George, Westmoreland, Richmond, Lancaster, Northumberland, Fairfax (part), Arlington (part), and Alexandria City.

Alternative

The State Water Control Board will consider the following changes to the existing withdrawal regulation:

- improve organization and structure,
- evaluate current administrative procedures, clarify application and permitting requirements, and allow for a more efficient application review process,
- evaluate the appropriateness of the current application of the 80% drawdown criterion,
- refine the appropriate priority of application review,
- evaluate the appropriateness of prohibiting the use of groundwater for nonagricultural irrigation, including whether the use of reclaimed water should be required for any nonagricultural irrigation associated with a facility that has a groundwater withdrawal permit,
- evaluate the appropriateness of limiting groundwater withdrawal permits to essential (as compared to beneficial) uses, including whether to define essential use,
- evaluate the appropriateness of limiting groundwater withdrawal permits for agricultural irrigation to withdrawals from the water table aquifer, including whether all water table withdrawals should be exempt from permit requirements,
- reconcile the new hydrogeologic framework of the Virginia Coastal Plain with current requirements to place all pumps above aquifer tops.

The HRPDC Directors of Utilities Committee submitted the following suggestions to the Department of Environmental Quality (DEQ) to consider during the review of the groundwater withdrawal regulations:

- Any regulations should clearly state that human consumption is the highest priority water use.
- The Virginia Coastal Plain groundwater model should be used to manage the Coastal Plain Aquifer System instead of the Regional Aquifer System Analysis (RASA) model currently in use. The Virginia Coastal Plain (VCP) groundwater model, authored by Charles Heywood and Jason Pope from the USGS Virginia Water Science Center, incorporates the findings of the Virginia Coastal Plain Hydrologic Framework report funded by DEQ and HRPDC. The VCP model should be adopted because it produces more accurate predictions of groundwater elevations. The VCP model includes information that was not available when the RASA model was developed such as the groundwater density distribution along the saltwater interface near the Atlantic Ocean, domestic self-supplied withdrawals below the reporting threshold, the Chesapeake Bay Impact Crater, and recognition of a single Potomac aquifer.
- If DEQ has not completed its review of a withdrawal permit renewal within one year of the application submittal, then the renewal should be automatically approved.
- Well withdrawal permits should be extended from the current 10 year period to a 30 year time period and permitted withdrawal amounts should not be subjected to reductions in that time period. Municipal permit holders must be able to plan for economic development and land use and know that the water resources to support those plans will be available. In addition, many of the permit holders must finance significant investments in the infrastructure required to withdraw, treat and convey water. These investments are often financed over 30 year periods.
- The Virginia Department of Health (VDH) should manage the groundwater withdrawal permit program. Operating permits for water supply providers are issued by VDH. Consolidating the management of withdrawal permits and operating permits would decrease the administrative burden on the regulated communities and could more effectively guide resource management by eliminating the need for coordination between two agencies.

HRPDC Hosts APA Audio/Web Conference Series for Second Year

By Claire Jones, Physical &
Environmental Planner, cjones@hrpdcva.gov

Last year, the HRPDC played host to the American Planning Association's 2008-2009 Audio/Web Conference Training Series, a 9-part series offered to all local planners. Because of the positive response to the series, HRPDC agreed to purchase the APA's seven-part Advanced Intensive/Intensive Encore Series for 2009-2010 and again act as host for the live programs. The series includes access to the APA webcasts and DVD copies of each program, which will be available to those not able to attend the live sessions. The HRPDC offers the courses at no cost to anyone involved or interested in local planning, particularly those needing to accrue the 32 credits required to maintain accreditation as members of the American Institute of Certified Planners. The series provides a total of 10.5 Certification Maintenance (CM) credits. Funding assistance is again provided by APA Virginia.

The 2009-2010 APA Training Series concludes with a planning law review on June 30, 2010. Reminders are sent before each series session and sign-up is handled by HRPDC staff. To register for the conference series contact Claire Jones at cjones@hrpdcva.gov or 757.420.8300.

October is National Community Planning Month!

By Claire Jones, Physical & Environmental Planner, cjones@hrpdcva.gov

Each year, the American Planning Association (APA) sponsors this program to raise awareness of role of planners and planning play in communities across the United States. This year's National Community Planning Month theme, Community Sustainability, recognizes the role of planners in helping to ensure our communities are lasting and livable. The theme emphasizes the part of planning in supporting the use of alternative energy sources, reduction of automobile dependence, and other sustainable community issues.

2010 Audio/Web Conference Training Series

- January 20, 2010 • Performance Measurement in Transportation Planning
- March 17, 2010 • Redevelopment and Revitalization for a New Era
- April 21, 2010 • Development Finance and Pro Formas
- May 12, 2010 • Design Graphics for Planning
- June 30, 2010 • 2010 Planning Law Review

Energy Efficiency and Conservation Block Grant Update

By Eric Walberg, Physical Environmental Planning Administrator, ewalberg@hrpdcva.gov

HRPDC staff is working with representatives from several Virginia Planning District Commissions and the Virginia Department of Mines, Minerals and Energy (DMME) to develop an application process for \$9.17 million in Energy Efficiency and Conservation Block Grant funding. These funds will be available on a competitive basis from DMME to smaller Virginia localities that were not eligible for direct funding from the U.S. Department of Energy (DOE) due to population size. A broad range of activities are eligible for funding, including:

- the development of energy efficiency and conservation strategies,
- technical consultant services,
- residential and commercial building energy audits,
- energy efficiency retrofits,

- development and implementation of efficient transportation programs,
- building code revisions,
- energy distribution improvements,
- reduction and capture of greenhouse gases,
- traffic signal and street lighting retrofits and
- installation of renewable energy technologies.

Application materials and associated guidance were distributed by the HRPDC to member localities as soon as DMME received program approval from the DOE. In addition, HRPDC staff scheduled a workshop on the application process early in the process to assist localities in preparing successful application packages.

Regional Study: Climate Change Impact on Virginia Coast

By Benjamin McFarlane, Physical & Environmental Planner, bmcfarlane@hrpdcva.gov

HRPDC Physical & Environmental Planning staff continues to work on a regional study of the impacts of climate change. The study focuses on both the stressors, such as sea level rise and changes in precipitation, and impacts, such as increased vulnerability to storm damage and flooding. An analysis of the impacts on a variety of sectors, including the natural environment, physical infrastructure, water supply, the economy, and health is being conducted. The report is to include a section on the methodologies used in climate change assessments and a look at what data is available as well as what data gaps still exist.

A major component of the research will describe existing and potential adaptation and mitigation responses to climate change. These will include regulatory and policy options, as well as steps localities can take to modify their environments to provide more protection from climate change. HRPDC staff is also looking at the opportunities that climate change may have for the region regarding economic development.

As part of the climate change impact study, HRPDC staff members are participating in workshops with similar agencies and organizations. Staff attended a climate change workshop hosted by the Metropolitan Washington Council of Governments in July where research on developing models for regional scale climate change impacts was discussed. Staff also attended a meeting in August with other PDCs working on climate change projects under the Virginia Coastal Program. The HRPDC will coordinate efforts with other Virginia PDCs also working on climate change studies.

The next steps for the climate change study include a regional meeting for researchers, concerned citizens, and other stakeholders, as well as finalizing the report for publication and distribution.



Total Maximum Daily Loads to Dictate Water Quality Focus

By Jenny Tribo, Physical & Environmental Planner, jtribo@hrpdcva.gov

The HRPDC has continued its partnership, formalized in 2007, with DEQ to coordinate the development of TMDLs and Implementation Plans in Hampton Roads. HRPDC has facilitated the public outreach and stakeholder participation process for recent TMDL Studies throughout the Region including; Lawnes Creek in Isle of Wight County, Ware, Taskinas, and Skimino Creeks in James City County and York County, and the Elizabeth River. HRPDC staff recently completed work on bacteria implementation plans for the North Landing River and Back Bay watersheds in Virginia Beach.

Efforts are currently underway to develop implementation plans for bacteria impairments in the Back and Poquoson River watersheds in Hampton, Poquoson, and York County; the Upper Nansemond River watershed in Suffolk and Isle of Wight County; and Mill and Powhatan Creeks in James City County. A new website is being developed to provide information on these implementation activities and ongoing TMDL activities. Visit www.fishswimplay.org to learn more!



fish...

swim...

play!

Regional Bacteria Study to Target Water Quality Improvement Strategies

By Jenny Tribo, Physical & Environmental Planner, jtribo@hrpdcva.gov

Eight Hampton Roads localities are collaborating with the Hampton Roads Sanitation District (HRSD), and researchers from the University of Florida, Virginia Tech and the University of North Carolina to conduct a Regional Bacteria Source Tracking Study.

The purpose of the study is to develop a protocol for identifying sources of fecal coliform in Hampton Roads and to identify the methodologies most effective at differentiating human sources of bacteria from non-human sources in the Region's water bodies.

The Clean Water Act requires the Virginia Department of Environmental Quality (DEQ) to identify impaired surface waters (streams, lakes, and estuaries) in the Commonwealth every two years. Waters that are impaired must receive a

Total Maximum Daily Load (TMDL) for the impairment and an Implementation Plan must be prepared to clean up the waterway.

Bacterial impairments are the most common impairment in Hampton Roads; however, the sources of the bacteria (human, pet, livestock, and wildlife) are rarely identifiable from initial water quality sampling. Thus, localities are left to develop broad-based implementation plans that target all possible sources. This study will provide local governments with the tools to identify the source of the bacteria pollution, so they can implement targeted management actions to improve water quality across the region in the most cost-effective manner.

Annual Virginia GIS Conference Held in Richmond

By Sara Kidd, Senior Environmental Planner, skidd@hrpdcva.gov

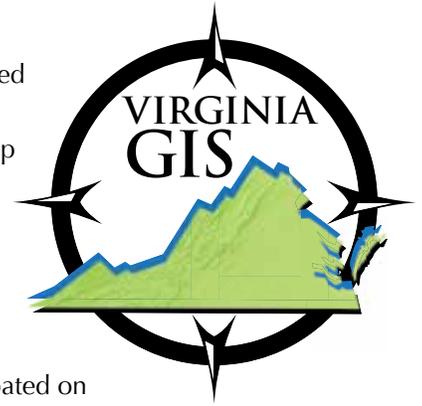
The 20th Annual Virginia GIS Conference was held in Richmond on September 21-23. This conference was jointly sponsored by the Virginia Association of Planning District Commissions (VAPDC) and the Virginia Association of Mapping and Land Information Systems (VAMLIS). The conference theme, *A New Spirit of Collaboration*, reflects a renewed agreement between the two associations to host the annual GIS conference together in future years.

Over 300 attendees from around the Commonwealth and Mid-Atlantic region came to Richmond to network with others in the geospatial industry and learn about future advances in GIS technology. Over 50 presentations were given on a wide variety of GIS applications including transportation planning, Web GIS technologies, natural resource planning, utilities management and public safety.

Attendees also participated in poster sessions with prizes awarded for the top map design in three categories.

Several staff at the HRPDC contributed to the success of this year's conference. Staff participated on the conference planning committee, designed the new conference logo, and developed the conference program and other marketing materials.

Visit <http://www.viriniagis.org> to learn more about the Virginia GIS Conference.



State Board to Consider Changes to Stormwater Management Regulations

By Julia B. Hillegass, Senior Environmental Planner, jhillegass@hrpdcva.gov

The Virginia Soil and Water Conservation Board (SWCB) heard staff responses to public comment and recommended changes to state stormwater management regulations at its September and October meetings. Several issues have arisen during the public comment period that the Department of Conservation and Recreation (DCR) has attempted to address in a mutually beneficial manner. Five key issues have emerged which will have significant impacts to local governments:

- Water quality standards for new development and redevelopment,
- Water quantity standards for channel and flood protection,
- Offsite compliance options,
- Grandfathering,
- Inspections.



DCR has published a discussion document which summarizes these issues and the changes which were proposed to the SWCB at its September meeting. That document can be accessed at:

<http://www.dcr.virginia.gov/lr2d.shtml>

Both the September and October meetings allowed opportunity for public comment. HRPDC staff is attending and closely following all meetings associated with these regulatory changes, as the financial and administrative impact to the region's local governments is significant. While the proposed changes to the regulations are still burdensome, we believe that DCR has heard the objections and concerns of the HRPDC and area local governments and has attempted to address them in a manner that tries to balance environmental improvement with administrative and economic common sense. The US Environmental Protection Agency (EPA) continues to play a pivotal role in this rule-making and the simultaneous discussions around reissuing MS4 permits for Phase I localities. The HRPDC will continue to monitor and provide regular updates to interested stakeholders on the status of this rulemaking process, as well as developments in stormwater permit negotiations.

Drilling for Success

By Chris Leonard, HRMMRS Program Specialist at Tidewater EMS Council, Leonard@vaems.org

The Hampton Roads Metropolitan Medical Response System (HRMMRS) supports, equips, and trains a 47-member strike team to respond to mass casualty incidents as the result of a natural or man-made disaster. The Hampton Roads Metropolitan Medical Strike Team (HRMMST) is comprised of 239 firefighters, paramedics, law enforcement officers, nurses, doctors and public health officials from throughout the region. Additionally, the HRMMST has been trained to operate in a chemical, biological, radiological, nuclear, and/or explosives (CBRNE) environment.

Maintaining a deployable asset, such as the strike team, is not an easy task. The task becomes even more difficult due to the transient nature of team members. Transfers, retirements, and resignations often necessitate the need to replace vacant positions on the team. The resultant turnover of members makes on-going training and team readiness a challenge. Consequently, HRMMRS staff began to develop sustainable training that focuses on the unique equipment and concepts that the HRMMST will deploy. The majority of this training has been developed in house, because unique concepts of the HRMMST do not lend themselves to off-the-shelf programs.

So far this year, HRMMRS staff has developed three “new” courses: HRMMST Member Orientation, Medical Equipment Cache – Medical Force Protection, and Medical Equipment Cache – Immediate Care. Each of these courses consists of on-line training followed by hands-on training. The hands-on training has been provided during regularly scheduled quarterly drills. In April of 2009, the quarterly drill took place at Langley Air Force Base. The HRMMST responded to a request by the United States Air Force to provide medical coverage in support of the annual Air Power over Hampton Roads Air Show. The team’s second drill was held in August 2009 at the Virginia National Guard Armory in Norfolk. The last quarterly drill of 2009 will be held in December. Details are still being finalized; however the objective is to work closely with one of the area hospitals.

Planning has already begun for 2010 strike team training and will focus on response to hazardous materials events and will culminate in a cooperative drill with the Southside Regional HAZMAT team. The importance of continued funding for the development and delivery of sustainable training cannot be

over emphasized as the natural and technological threats of the world we live in continue to grow. While the strike team continues to drill and exercise, its success will be measured by its preparedness to respond.

The HRMMRS is funded by Federal contracts and grants and local contributions to the HRPDC and the Tidewater EMS Council (TEMS).



Debris Management Stakeholders Meet

Robert Lawrence, Senior Regional Emergency Management Planner, rlawrence@hrpdca.gov

On August 3, 2009, over forty debris management stakeholders met in the Regional Boardroom to discuss changes over the past year. Representatives included the Federal Highway Administration, U.S. Army Corps of Engineers, Virginia Department of Transportation (VDOT), Virginia Department of Emergency Management (VDEM), Virginia Department of Environmental Quality (VDEQ), Southeastern Public Service Authority (SPSA), Virginia Peninsulas Public Service Authority (VPPSA), as well as city and county representatives. SPSA and VPPSA continue to hold regional contracts for debris removal, reduction & disposal; however VDEM's debris site monitoring contractors were on hand to answer any questions regarding this new statewide resource. VDEQ also provided a brief refresher on debris site permitting requirements. Topics of discussion included division of labor between VDOT and county employees, FEMA's "reasonable costs" and public safety, and improving communication between VDEM and public works.



Third Annual HRHC Members' Awards Recipients Announced

By Shernita Bethea, Housing and Human Services Manager, sbethea@hrpdca.gov

Four winners in the Hampton Roads Housing Consortium's (HRHC) Third Annual Members' Housing Awards, which recognizes housing initiatives that have contributed to improving the affordability of housing, were announced recently.

HRHC Lifetime Achievement Award

Joanna Gwaltney,
TowneBank Mortgage

HRHC Housing Warrior

Mary Redd Nelson,
Chesapeake Redevelopment and Housing Authority

HRHC Housing Partner

CPP Management, LLC -
Charlestowne & Timberwoods Project

HRHC Across the Region Service Award

South Hampton Roads Regional Taskforce on Ending
Homelessness

The Awards Breakfast was held at the Chesapeake
Conference Center on October 7, 2009.

The HRHC is a voluntary association of governmental, private and non-profit organizations committed to improving housing opportunities for low and moderate-income households in Hampton Roads. Participants include city and county governments, Redevelopment and Housing Authorities, non-profit housing and emergency shelter providers, mortgage lenders, realtor and builders associations and a variety of other groups interested in affordable housing issues.

Member groups represent most of the sixteen communities within the Hampton Roads region. The HRHC is a federal 501(c)(3) nonprofit organization. The HRHC also supports adequate housing for persons with special needs including the disabled and elderly. Many HRHC members are directly involved with housing development, housing program management or affordable mortgage financing. The HRHC gives these organizations and other interested groups a regional framework for information exchange, training activities and cooperative action.

Perspectives on Hampton Roads Employment Statistics

By James Clary, Economist, jclary@hrpdcva.gov

The Hampton Roads labor market is still struggling with recessionary forces, as is evidenced by conflicting data from the Virginia Employment Commission (VEC). The regional unemployment rate fell from 7.39% in June to 7.00% in July and to 6.61% in August (a decline from 7.08% to 6.37% unemployment using seasonally adjusted data). This might lead one to believe that the labor market has bottomed out; however, seasonally adjusted payroll employment fell 700 jobs between June and August, and August employment numbers represented a year over year decline in jobs of 1.14%, continuing the high year over year declines in June and July, showing that the summer employment was significantly below the previous year's. Also, while initial unemployment claims have fallen off their peak in June, another 6,063 filed unemployment for the first time in July, and another 5,866 in August (both numbers are seasonally adjusted). This is significantly above the recession average of 4,890 new claims a month, and the historical average for the region is only 4,300 (going back through 1984).

Current Population Survey (CPS)

All numbers in this section are **seasonally adjusted**

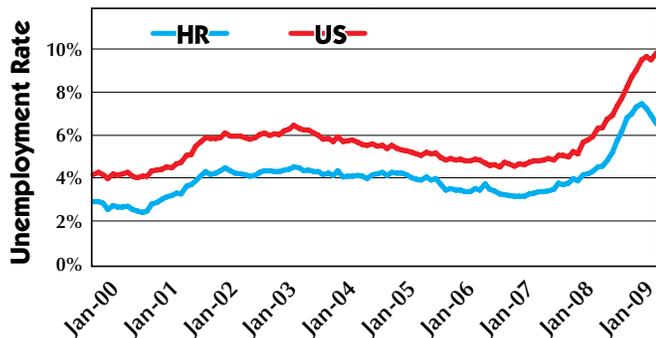
The VEC conducts the CPS survey to calculate the unemployment rate for the state, Metropolitan Statistical Areas (MSAs), and localities, but this survey also reports on the labor force, number of employed, and number of unemployed, and there is great value in examining this data as well. The regional labor force fell by 1,032 between July and August, the fourth consecutive month of decline (this plays a significant role in the improving unemployment rate). This indicates that either the region is losing population, or more probably that workers are becoming discouraged

and have stopped looking for work. Also of interest is the number of employed, which increased by 2,056 between July and August as compared to a 700 job decline in payroll employment. The difference between the two numbers is a result of measuring slightly different types of employment. Because the CPS surveys households rather than business, it catches entrepreneurs and contract laborers who are more responsive to economic recovery. Continued increases in the CPS employment numbers should be taken as a modestly positive sign.

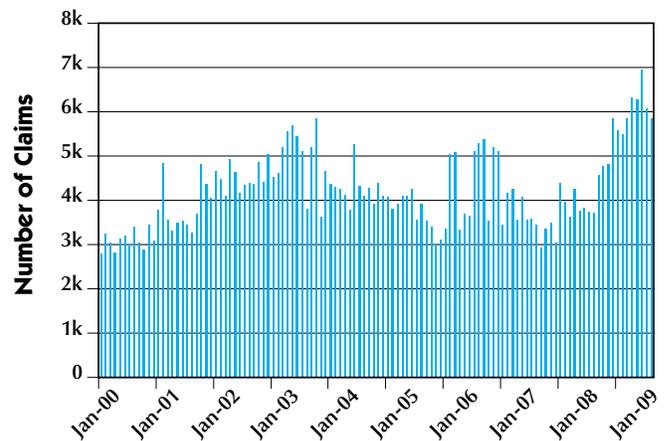
National Standing

Hampton Roads has consistently outperformed the nation throughout this recession. Moody's Economy.com estimates that Hampton Roads Gross Product grew 0.1% between the first and second quarter of this year, and that the Gross Product has only declined 0.8% from the start of the recession (this compares favorably to the 2.8% decline in Gross Domestic Product, and an average 3.7% decline experienced in large metropolitan areas). Improvement in the labor market will lag economic recovery, but the region's labor market has weathered the economic downturn significantly better than the rest of the country. Employment has decreased by 1.55% in the region versus a 5.02% decline in national employment, and the regional unemployment rate of 6.37% was significantly the national level of 9.66% in August (seasonally adjusted).

Unemployment Rate, Seasonally Adjusted



Initial Unemployment Claims



City of Chesapeake
Dr. Alan Krasnoff*
Mayor

Ella Ward
Member, City Council

Amar Dwarkanath
Deputy City Manager

Clifton Hayes Jr.
Member, City Council

William Harrell
City Manager

City of Franklin
June Fleming*
City Manager

Rosa Lawrence
Member, City Council

City of Hampton
Ross A. Kearney
Member, City Council

James B. Oliver
City Manager

Molly Joseph Ward*
Mayor

City of Newport News
Joe Frank*
Mayor

Vacant
TBD

Sharon Scott
Member, City Council

City of Norfolk
Paul Fraim*
Mayor

Dr. Theresa Whibley
Member, City Council

Anthony Burfoot
Vice Mayor

Barclay Winn
Member, City Council

Regina Williams
City Manager

City of Poquoson
Gordon Helsel Jr.
Mayor

J. Randall Wheeler*
City Manager

City of Portsmouth
Douglas Smith*
Member, City Council

Kenneth Chandler
City Manager

City of Suffolk
Selena Cuffee-Glenn*
City Manager

Linda Johnson
Mayor

City of Virginia Beach
William Sessoms*
Mayor

Harry Diezel
Member, City Council

James Spore
City Manager

John Uhrin
Member, City Council

Louis Jones
Vice Mayor

Robert Dyer
Member, City Council

Barbara Henley
Member, City Council

City of Williamsburg
Jackson Tuttle II
City Manager

Jeanne Zeidler*
Mayor

Gloucester County
Brenda Garton*
County Administrator

Gregory Woodard
Member, Board of Supervisors

Isle of Wight County
Stan Clark*
Member, Board of Supervisors

W. Douglas Caskey
County Administrator

James City County
Bruce Goodson*
Member, Board of Supervisors

Sanford Wanner
County Administrator

Southampton County
Michael Johnson*
County Administrator

Anita Felts
Member, Board of Supervisors

Surry County
Tyrone Franklin*
County Administrator

John Seward
Vice Chairman, Board of Supervisors

York County
James McReynolds*
County Administrator

Thomas Shepperd Jr.
Member, Board of Supervisors

* Executive Committee Member

Oct 21

HRPDC Annual Commission

held at: 9:30am, The Regional Board Room

Nov 18

HRPDC Executive Committee

held at: 9:30am, The Regional Board Room

Dec 16

HRPDC Executive Committee

held at: 9:30am, The Regional Board Room

MEETING CALENDAR

HRPDC
The Regional Building
723 Woodlake Drive
Chesapeake, VA 23320
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