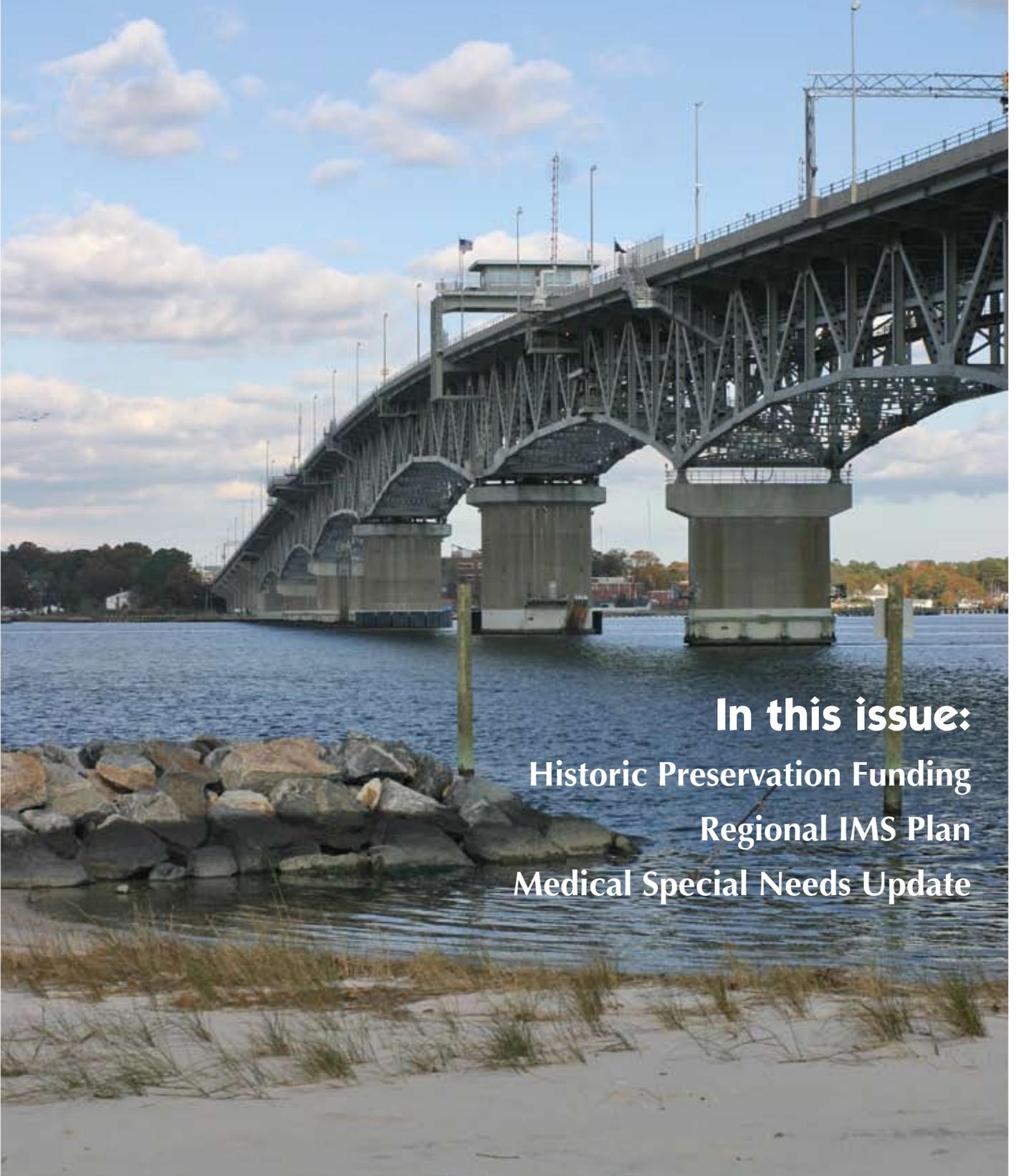




HAMPTON ROADS REVIEW

A QUARTERLY PUBLICATION OF THE HAMPTON ROADS PLANNING DISTRICT COMMISSION Winter '07



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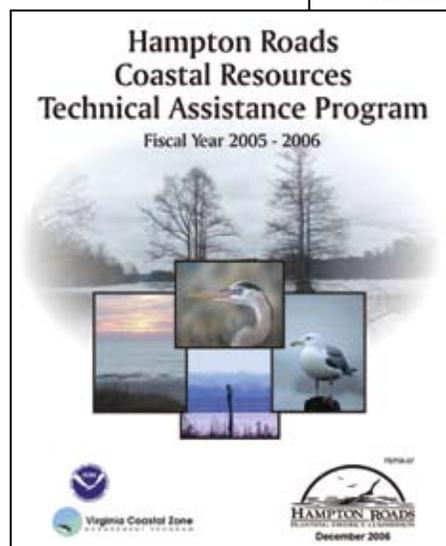
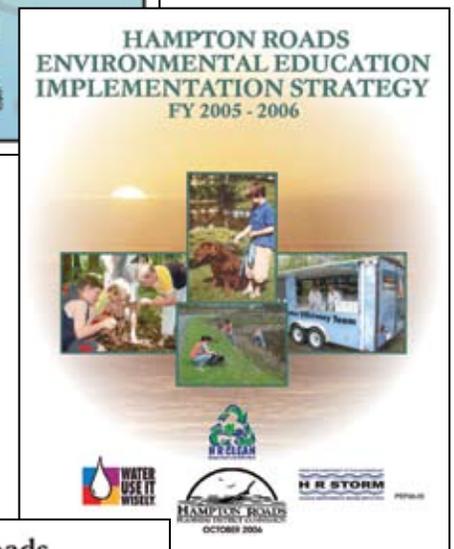
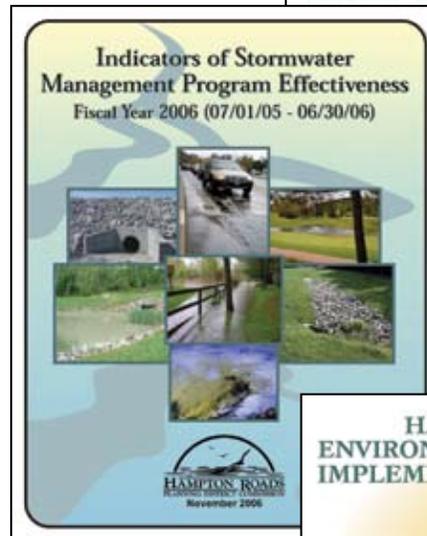
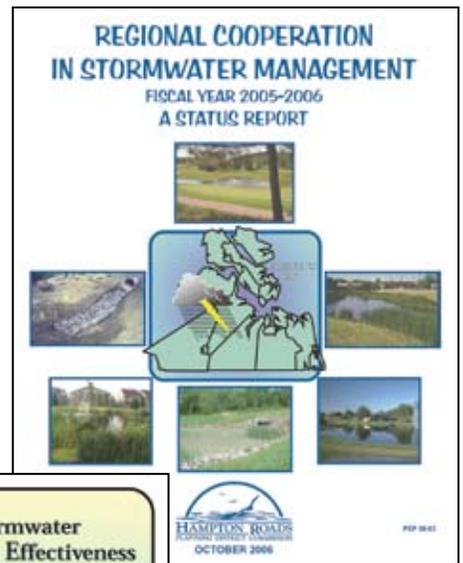
In November, the HRPDC published *Regional Cooperation In Stormwater Management for Fiscal Year 2006*, an annual report that describes the cooperative stormwater management activities undertaken by the region's local governments. Through regional efforts, the Hampton Roads localities have been able to meet stormwater management requirements in a more consistent and cost-effective manner. Regional program activities described include the regional information exchange process, educational training components, legislative and regulatory monitoring, cooperative regional studies, and related programs and projects in which Hampton Roads localities participate.

Also in November, the HRPDC published the *Indicators of Stormwater Management Program Effectiveness, Fiscal Year 2006*. This is the latest in a series of annual reports that summarizes the data gathered in the Stormwater Management Effectiveness Indicator Tracking database. The database is used to meet stormwater permit requirements for the six Phase I localities within Hampton Roads; Phase I localities include the cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth and Virginia Beach.

In addition, the HRPDC completed the *Hampton Roads Regional Environmental Education Strategy Implementation Report, Fiscal Year 2005-2006*, an annual report that includes the events, activities and educational programs conducted by the HRPDC Physical and Environmental Planning Department in cooperation with the region's localities. The report summarizes the activities of three of the region's environmental education committees: the Hampton Roads Water Efficiency Team (HR WET), the Regional Stormwater Management Public Information & Education Subcommittee (HR STORM) and HR CLEAN (the region's committee on waste management, litter prevention and beautification).

Finally, the HRPDC recently completed the *Fiscal Year 2005-2006 final report for the Hampton Roads Coastal Resources Technical Assistance Program*. Through the program, funded by the Virginia Coastal Zone Management Program, the HRPDC provided technical environmental planning assistance to its member local governments and others. The report summarizes the HRPDC's efforts during the past year to deliver public information and education to the citizens and government officials of the region regarding environmental issues. The program enables the HRPDC to conduct important technical studies and coordinate a regional approach to participation in state and federal environmental programs, while also providing cost-effective support to the Virginia Coastal Zone Management Program.

All of these documents are available by contacting the HRPDC office at 757-420-8300 or downloading via the HRPDC website, www.hrpdc.org.





HRPDC Awarded Historic Preservation Funding

The HRPDC has been awarded funding from the Virginia Department of Historic Resources' (DHR) State Survey and Planning Cost Share Program to complete a regional historic preservation project. The HRPDC entered into an agreement with DHR to carry out a multi-phase project that is intended to create a Regional Historic Resources Geographic Information Systems (GIS) Database for Hampton Roads, and to significantly enhance DHR's existing GIS Database and Data Sharing System.

The Regional Historic Resources GIS Database for Hampton Roads will encompass both archaeological and architectural cultural resources found in all 16-member jurisdictions of the HRPDC. When complete, the project will include a total of 7,460 sites. Phase I of the project will involve re-digitizing approximately 3,242 cultural resource records and is scheduled for completion in Spring 2008.

Development of Watershed Modeling Capabilities at the HRPDC

The HRPDC has received a grant from the Virginia Coastal Program to increase watershed modeling capability for the region. Watershed models can aid localities in determining the effects of new development or redevelopment on water quality and pollutant delivery within a watershed. Currently, the HRPDC is evaluating the applicability of a

newly developed model in the Hampton Roads region using a highly urbanized watershed in Virginia Beach. The model will evaluate the pollutant removal and cost effectiveness of traditional Best Management Practices (BMPs) and Low Impact Development (LID) BMPs. The results of this modeling effort will be reported in the early Spring of 2007.

Physical Planning

18th Annual Virginia GIS Conference Returns to Hampton Roads!

Plans are now underway for the 18th Annual Virginia GIS Conference, which is being hosted this year by the HRPDC. The Virginia Association of Planning District Commissions sponsors the yearly event. At the conference, a variety of professionals will have the opportunity to hear about the latest advances and applications in GIS (geographic information systems) by attending presentations, networking with colleagues and visiting vendor booths. Each year, the conference draws over 400 GIS professionals from local, state and federal governments, the private sector and universities.

The 2007 Virginia GIS Conference will be held September 24-25 at the Virginia Beach Convention Center. For additional information, please visit the conference website at <http://www.hrpdc.org/VAGIS2007/>.



2007 Virginia GIS Conference
<http://www.hrpdc.org/VAGIS2007/index.htm>

18th Annual Virginia GIS Conference

September 24 - 25, 2007

Returning to Hampton Roads!

Virginia Beach Convention Center
1000 19th Street
Virginia Beach, Virginia 23451

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Bookmark this site and watch for updates!!

HR STORM Participates in Newspapers in Education Initiative

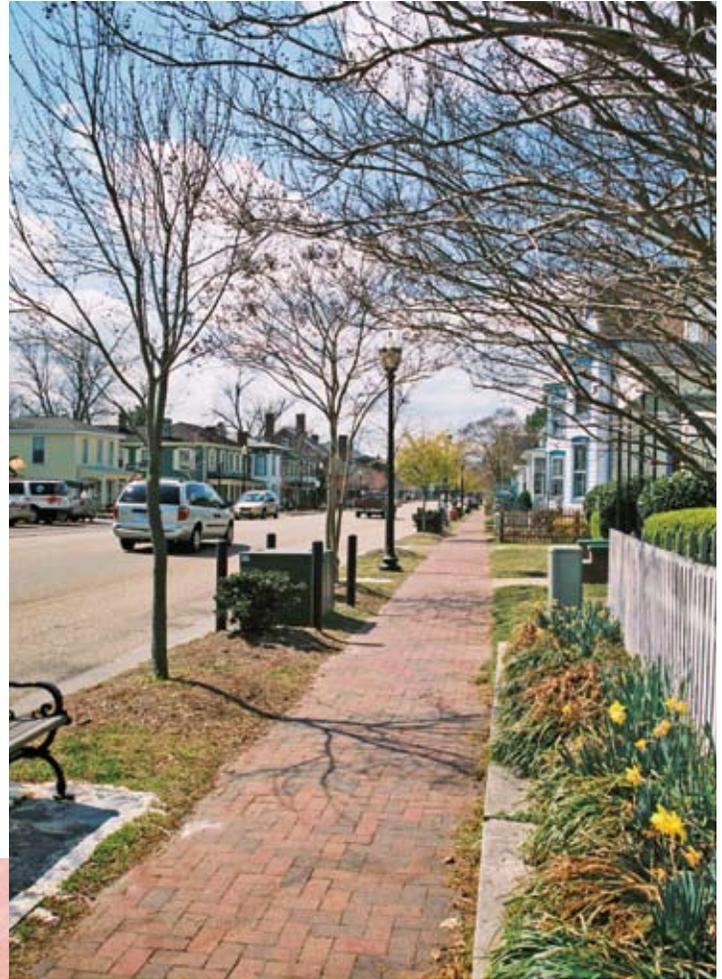
As part of the Newspapers in Education (NIE) youth education project, HR STORM, the stormwater education program of the HRPDC, has partnered with the region's newspapers, *The Virginian-Pilot* and *Daily Press*, to develop a Hampton Roads-specific education piece about the region's watersheds and stormwater-related issues. While many pre-developed pieces are available to the schools through NIE, HR STORM sought this opportunity to educate the region's youth on topics tailored to the Hampton Roads region. In addition to providing regional stormwater information, HR STORM used this initiative to incorporate the watershed and water quality Standards of Learning requirements developed by the Virginia Department of Education (VDOE). The print pieces were distributed to the schools prior to the 2006 Thanksgiving holiday. The paper is already receiving feedback from teachers regarding the unique material.

*"Good morning,
On behalf of the sixth grade
Science teachers at
Peasley Middle School...
THANK YOU for the
wonderful reading materials
on the Chesapeake Bay
Watershed. We look
forward to utilizing the
resource in our curriculum."
~Kim Ward,
6th grade Science,
Mustang Team*

Smithfield Stormwater Management Program

In anticipation of additional stormwater controls that may be required as Smithfield continues to prosper and develop, HRPDC staff has been enlisted to support the development of a Stormwater Management Program for the town of Smithfield. Current stormwater management within the town of Smithfield is addressed through policies implemented through the Erosion and Sediment Control Act and Regulations and the Chesapeake Bay Preservation Act and Regulations. Stormwater regulations do not currently apply to the town of Smithfield, yet they do apply to many localities within the Hampton Roads region including Isle of Wight County, where Smithfield is located.

HRPDC staff is in the process of comparing Smithfield's current ordinances and comprehensive plan with state regulations that address stormwater. After a thorough review, HRPDC staff will develop recommendations on how town policies and ordinances can be adjusted to meet stormwater regulation requirements. HRPDC staff will also be facilitating discussions between the town of Smithfield and Isle of Wight County and will provide recommendations on how stormwater requirements can be met jointly through cooperative initiatives. Throughout the process, HRPDC staff will be developing necessary educational components for the program and will provide appropriate support to town staff during the public involvement phases of the Program.



Study of Suffolk Railway Crossings Underway

The HRPDC has been asked by the city of Suffolk to conduct a rail impact study to assess the effect of increased rail traffic resulting from the construction of the APM Terminal and the proposed Craney Island Marine Terminal. As part of the Heartland Corridor, the U.S. Congress provided \$15 million to relocate the existing Commonwealth Railway Mainline through the cities of Portsmouth and Chesapeake to the median of I-664 and Route 164. This relocation will eliminate 14 at-grade crossings. However, the relocation of the rail line in the cities of Portsmouth and Chesapeake has led to many concerns regarding the need to identify critical at-grade locations in Suffolk.

Currently, Commonwealth Railway, Norfolk Southern and CSX each run through Suffolk and each will experience increases in train volumes. Their tracks cross many of the major roads in Suffolk, including those providing access to commercial businesses, residences and industries, especially in the downtown area. The increases in the

number of trains may affect the safety and mobility of motorists as well as the ability of the city's emergency management services to provide adequate response times. The purpose of the study is to analyze and evaluate the impacts of increased train traffic on the city's road system. The study will examine existing conditions, and two different years corresponding to the APM terminal (2007) and the proposed Craney Island Marine Terminal (2017).

The HRPDC is working with personnel from the Virginia Port Authority (VPA), the city of Suffolk and other stakeholders to examine conditions at the 40 at-grade crossings in the city. The study will examine traffic and safety at the crossings, and identify and rank critical needs for crossing improvements. Finally, the study will offer options to improve crossings, as well as mitigation techniques to address any negative impacts of increased rail usage.

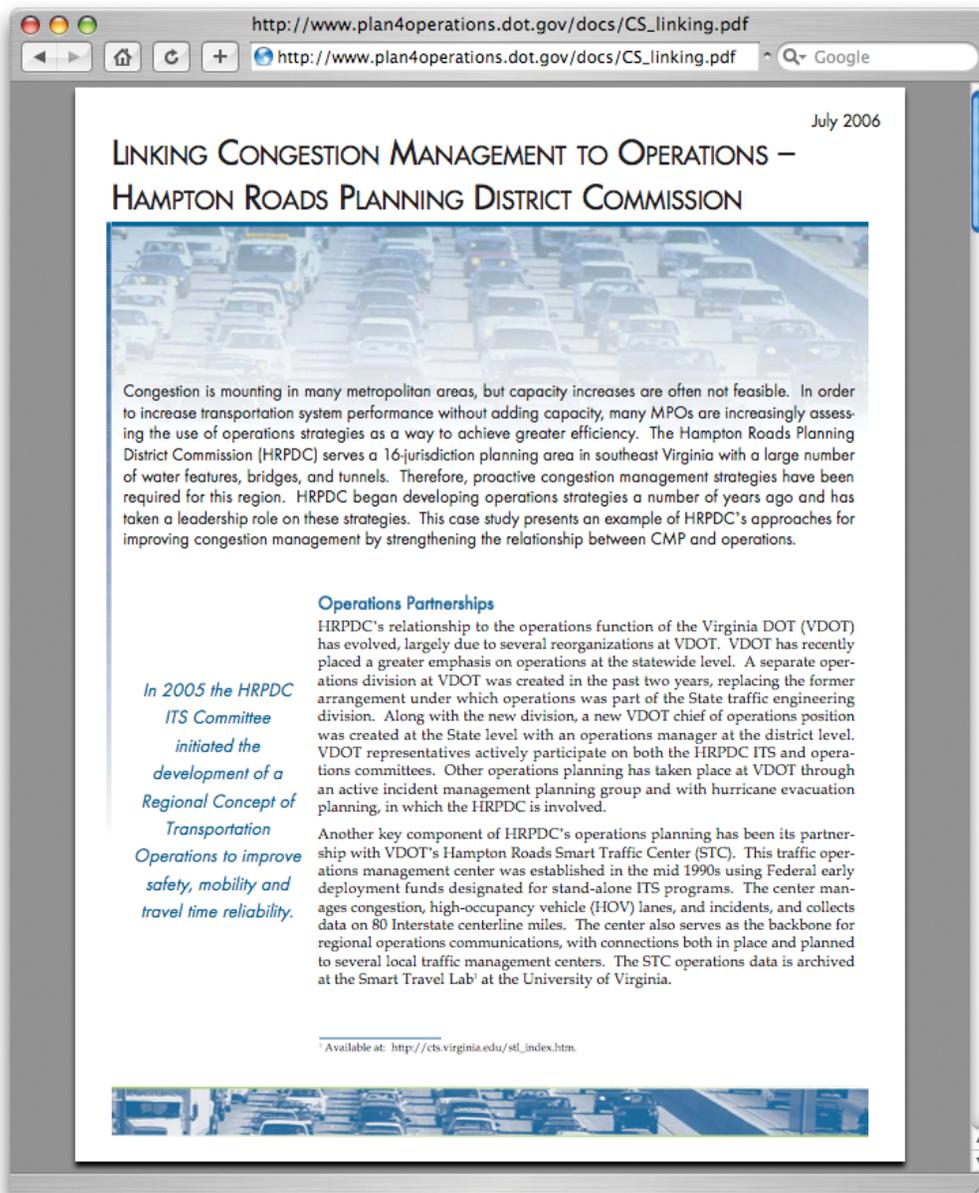
The study is expected to be complete later in 2007.



HRPDC Approach to Congestion Management and Traffic Operations Cited

The Federal Highway Administration (FHWA) recently cited Hampton Roads' approach to congestion management as a model for other metropolitan areas in the country. In the article, *Linking Congestion Management to Operations - Hampton Roads Planning District Commission*, the FHWA commends the regional approach to mitigating congestion on Hampton Roads' roadways through communications, cooperation and better incident management. Through the Regional Concept of Transportation Operations (RCTO) working group, the HRPDC's Intelligent Transportation System (ITS) committee has been working with VDOT, local and state law enforcement, and emergency and traffic engineers from the localities to improve safety, mobility and travel time reliability.

The article can be found on the FHWA website at http://www.plan4operations.dot.gov/docs/CS_linking.pdf



July 2006

LINKING CONGESTION MANAGEMENT TO OPERATIONS – HAMPTON ROADS PLANNING DISTRICT COMMISSION



Congestion is mounting in many metropolitan areas, but capacity increases are often not feasible. In order to increase transportation system performance without adding capacity, many MPOs are increasingly assessing the use of operations strategies as a way to achieve greater efficiency. The Hampton Roads Planning District Commission (HRPDC) serves a 16-jurisdiction planning area in southeast Virginia with a large number of water features, bridges, and tunnels. Therefore, proactive congestion management strategies have been required for this region. HRPDC began developing operations strategies a number of years ago and has taken a leadership role on these strategies. This case study presents an example of HRPDC's approaches for improving congestion management by strengthening the relationship between CMP and operations.

Operations Partnerships

HRPDC's relationship to the operations function of the Virginia DOT (VDOT) has evolved, largely due to several reorganizations at VDOT. VDOT has recently placed a greater emphasis on operations at the statewide level. A separate operations division at VDOT was created in the past two years, replacing the former arrangement under which operations was part of the State traffic engineering division. Along with the new division, a new VDOT chief of operations position was created at the State level with an operations manager at the district level. VDOT representatives actively participate on both the HRPDC ITS and operations committees. Other operations planning has taken place at VDOT through an active incident management planning group and with hurricane evacuation planning, in which the HRPDC is involved.

Another key component of HRPDC's operations planning has been its partnership with VDOT's Hampton Roads Smart Traffic Center (STC). This traffic operations management center was established in the mid 1990s using Federal early deployment funds designated for stand-alone ITS programs. The center manages congestion, high-occupancy vehicle (HOV) lanes, and incidents, and collects data on 80 Interstate centerline miles. The center also serves as the backbone for regional operations communications, with connections both in place and planned to several local traffic management centers. The STC operations data is archived at the Smart Travel Lab¹ at the University of Virginia.

In 2005 the HRPDC ITS Committee initiated the development of a Regional Concept of Transportation Operations to improve safety, mobility and travel time reliability.

¹ Available at: http://cts.virginia.edu/stl_index.htm.



TRANSPORTATION

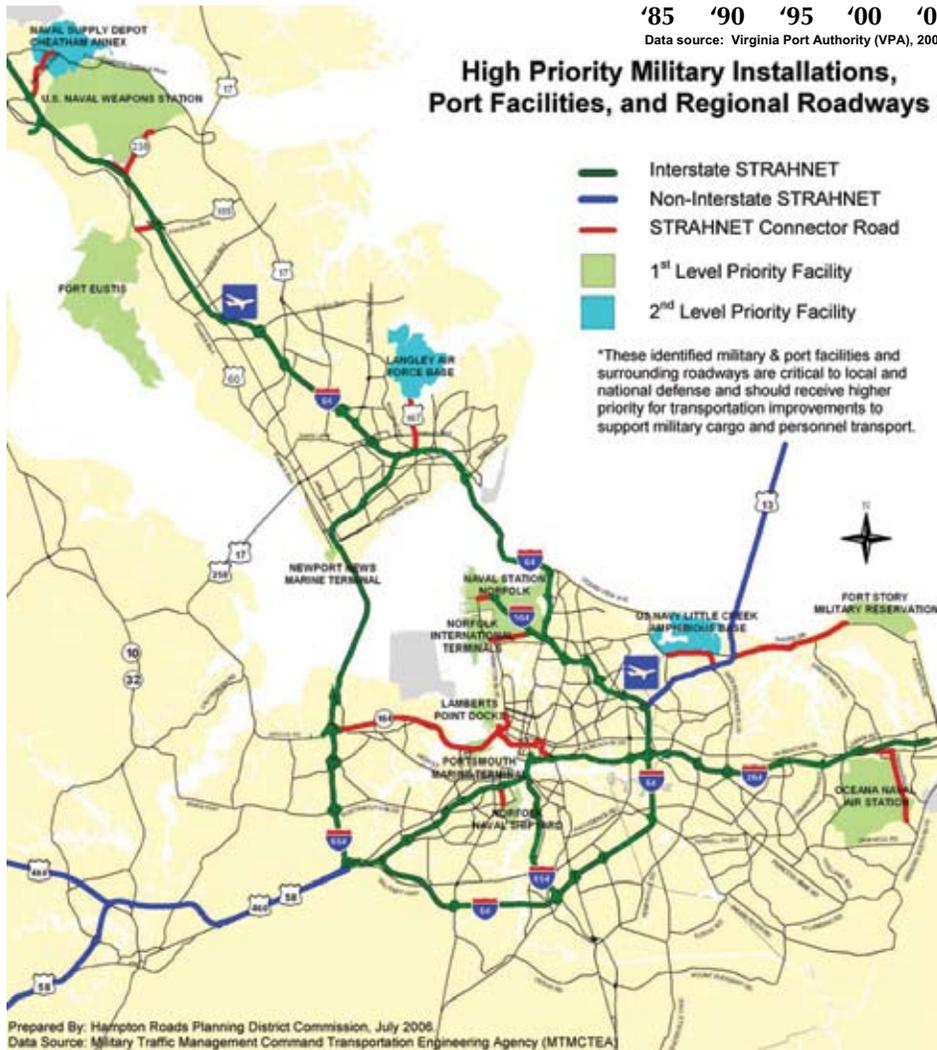
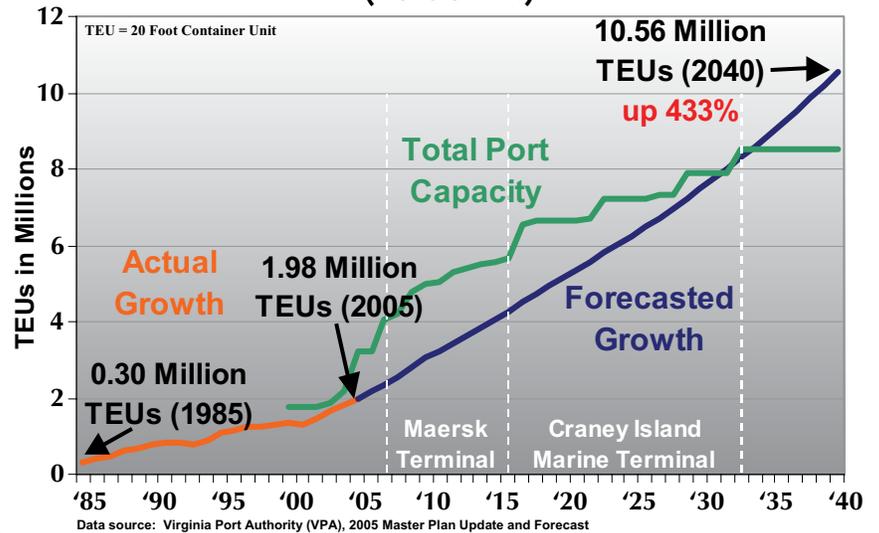
Regional Intermodal Management System Plan (IMS)

The HRPDC is currently updating the region's Intermodal Management System Plan (IMS). The IMS includes the connections and movements of goods and people over air, land and sea, involving all forms of transportation. The first IMS was developed in 1996 with subsequent updates in 1998 and 2001. Specifically, the IMS examines the international and national movement of freight into and out of Hampton Roads. It includes local freight movement in Hampton Roads, as well as an analysis of regional truck data. Due to its size and scope, the IMS is updated in segments and data, such as Freight Facts, Trend Forecasts, Military Freight and Regional Truck Movement, were released in late 2006. Currently, the HRPDC is currently analyzing inbound and outbound freight data for the region. The updated IMS is expected to be available in late 2007.

Freight Facts, Trend Forecasts and Military Freight

The first portion of the updated IMS examined the region's maritime, rail, air and military cargo statistics. Because of the region's deep harbor, Hampton Roads is well positioned to handle the coming changes in maritime shipping. Containerized cargo (e.g., toys, electronics, etc.) is the fastest growing segment of maritime shipping, accounting for nearly 16 million short tons at the Port of Hampton Roads alone in 2005. As a result, shipping lines are building ships that hold more containers, upwards of 10,000 twenty-foot containers. These ships are

Projected Container Cargo Demand and Planned Capacity (Port of HR)



enormous and require a water depth of greater than 46 feet. Hampton Roads, currently the 2nd most active port on the East Coast, is the only port on the East Coast that can currently handle these ships and has available capacity to expand to meet future needs.

While maritime cargo is the most significant, cargo is also moved into and out of the region via rail and airplane. Rail cargo is forecasted to increase over the next few decades from 158 million tons in 1998, the latest figure available, to 234 million tons in 2020. At 71 million tons, air cargo at Norfolk International Airport is relatively small when compared to maritime and rail cargo, however it is significant enough to place the airport in the top 100 nationwide.

While Hampton Roads is a considerable hub for commercial freight, it is also a major hub for the military. Combined, there were nearly 75,000 truck shipments into and out of the region's military installations during 2004 and 2005. With

so many critical military installations, the region is considered one of 14 strategic commercial ports and a critical link in the Strategic Highway Network.

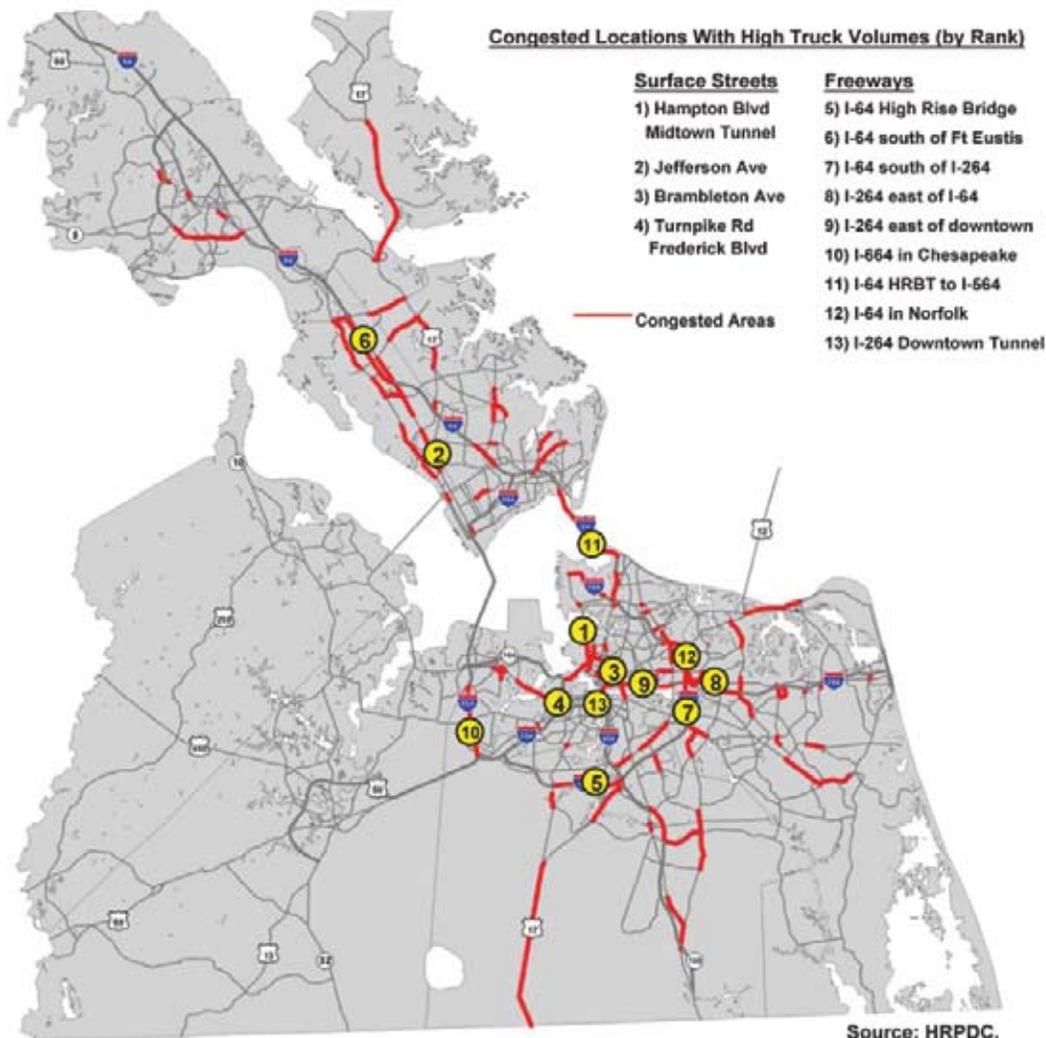
Regional Truck Movement

Having examined freight facts for the region, the IMS update next examined how much (truck volume only) and where freight moved through the region. More specifically, it looked at how freight was moved (74 million tons by truck in 2004) and what the impacts on the region were of this movement. This analysis includes what roads received the most truck traffic, the volume of truck traffic by time of day and the volume as a percentage by location. Additionally, as the region's bridges and tunnels create a natural bottleneck for traffic, this part of the study also examined the truck traffic volumes at the bridges and tunnels, the number of over-height vehicles at the tunnels, as well as any other potential freight bottlenecks on the region's network of roads.

Some of the results from the updated study found:

- Interstate 64 handles the majority of freight movement into and out of the region.
- The Hampton Roads Bridge Tunnel (HRBT) and Monitor-Merrimac Memorial Bridge Tunnel (MMMBT) are nearly equal in terms of weekday truck crossing estimates (4,800 and 4,552, respectively).
- Westbound traffic at the HRBT experienced the most over-height vehicles, 13,775, in 2005.
- The roadway in Hampton Roads with the highest percentage of trucks during the afternoon peak hour is Route 258 in Isle of Wight County from Route 58 to Union Camp Drive. However, the highest amount of trucks, 389, is on I-64 in Chesapeake from Military Highway to the I-264/I-664 interchange.

PM Peak Hour Congestion



Snapshot of Non-Drivers in Hampton Roads

As part of a multi-year study of mobility issues of non-drivers in Hampton Roads, the HRPDC recently completed a phone survey that examined the needs, resources and habits of non-drivers in Hampton Roads. The survey is the latest effort in a multi-year study of ways to improve the mobility of the region's non-driving population, a population that is projected to increase as Hampton Roads' population matures.

The phone survey was administered by HQR, a marketing research firm. HQR surveyed over 800 non-drivers from the region, 400 from the 18-64 age group and 400 from the 65 and older group. The survey collected data such as demographic information (age, income, family structure, etc.), health conditions, previous day's travel and address location. Addresses were used by the HRPDC to determine access to transit and destinations within walking distance.

Data analysis provided a snapshot of the local non-driver:

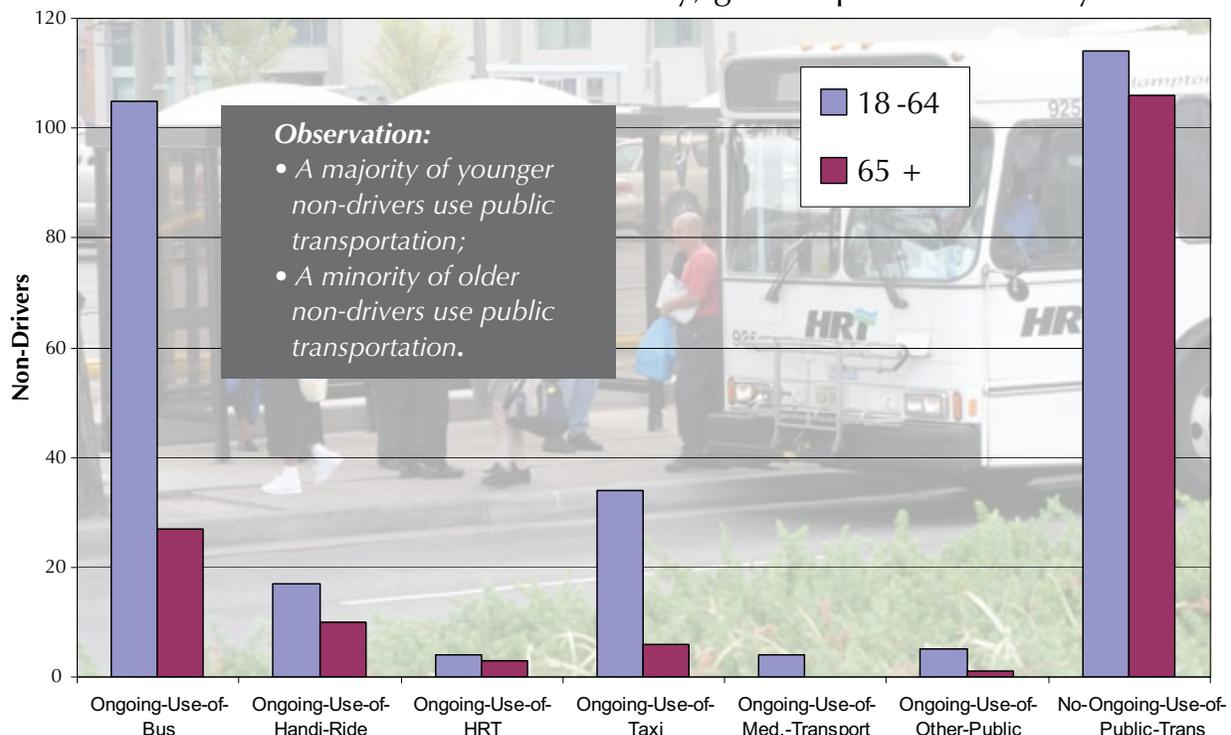
- One-third of elderly non-drivers (age 65+) leave home on a given day, whereas two-thirds of younger non-drivers (18-64) do so.
- Two-thirds of younger non-drivers live within walking distance of frequented places, while only one-third of elderly non-drivers live in such proximity.
- For the majority of non-driver trips, a personal vehicle is used most frequently.
- Walking or bus were equal for remaining non-driver trips.
- Very few trips are made by taxi, Handi-Ride or medical transport.
- Half of elderly non-drivers live in a household with no vehicle.
- Half of elderly non-drivers self-assess their health as fair to poor.
- The majority of non-drivers appear to have low incomes.

Based upon the survey analysis, mobility for Hampton Roads non-drivers appears to be a significant problem, especially for the elderly non-drivers. While transit and walking are important mobility modes for non-drivers, the majority of non-drivers rely on others with personal vehicles to move about the region. Radical changes would have to be made to taxi, Handi-Ride and medical transport systems for them to significantly impact non-driver mobility.

The next step in the non-driver study is a statistical analysis of the survey data to determine factors that increase non-driver mobility.

Use of Public Transportation

2006 HRPDC Non-Driver Survey, general phone list surveys



HRMMRS Collaborates for Radiological Incident Preparedness & Response

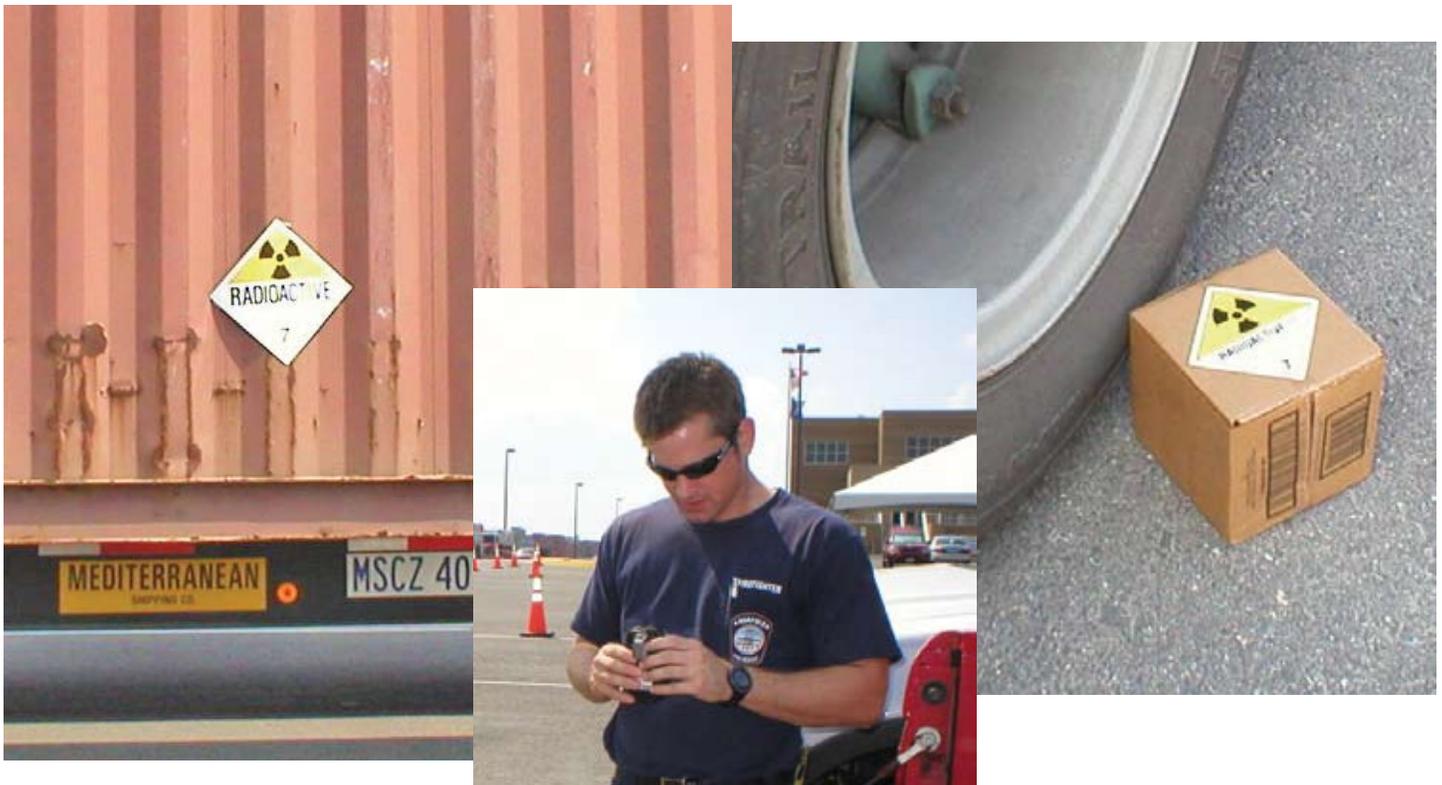


The Hampton Roads Metropolitan Medical Response System (HRMMRS), in collaboration with public safety agencies and area hospitals, is working diligently to increase the region's preparedness to respond to a radiological incident. The HRMMRS receives federal and local funding through the HRPDC.

The HRMMRS recently purchased over 560 gamma radiation alarming pagers for distribution to law enforcement and fire/EMS agencies throughout the region. A Radiation Alarming Pager Train-the-Trainer program has been developed to accompany this distribution. The program includes a draft standard operating procedure, instructor and student materials.

The Train-the-Trainer CD-ROM was tested in a Norfolk Fire-Rescue hazardous materials training session and responders found the materials and the pagers easy to use.

In addition, the HRMMRS worked with the Eastern Regional Hospital Emergency Preparedness Coordinating Group to sponsor three Radiation Emergency Medicine courses for the region. These one-day courses will be held on the campuses of the Riverside Regional Medical Center and the Sentara Norfolk General Hospital. The course will be taught by staff from the Oak Ridge Institute for Science and Education (ORISE), Radiation Emergency Assistance Center/Training Site (REAC/TS).



Emergency Management

REMTAC Public Education Project

In May 2006, Regional Emergency Management Technical Advisory Committee (REMTAC) hired Brickell & Partners to complete a public education project for the group. The project is almost complete and a comprehensive report will be provided at the end of the project. To date, Mr. Brickell and HRPDC staff have secured a solid commitment from Hampton Roads Public Radio Broadcasting (WHRO) to serve as the centerpiece of a communications program during and after an event. The model will provide residents battery-powered access via radio even if power is down. Each community will have a specific time on the hour when information is conveyed. The clock "pinwheel" will be alphabetical so listeners will know when to tune in and when to conserve batteries. Each locality will submit their information to WHRO for broadcasting. *The Virginian-Pilot* and *Daily Press* have agreed to completely support this program and, through print and internet news channels alike, direct readers to the radio station should power go down and newspaper delivery become impossible.

In addition to the radio, Mr. Brickell and HRPDC staff identified the need for a 30-minute professional cable-access show to advise citizens what they need to do in case of an event. This show will include numerous segments, each of which will allow specific communities the opportunity to insert information pertinent to its residents. The City of Virginia Beach has agreed to provide the production and post-production aspects of the video. It will be free to all communities that agree to air it.

VA AMS Quarterly Meeting

The chair of REMTAC, as well as HRPDC staff, participated in the quarterly meeting of the Virginia Area Maritime Security Committee (VA AMS) held October 18, 2006. Agenda items included a presentation from the U.S. Attorney's office, the after-action report from the exercise conducted this summer and a discussion on the establishment of port priorities.

New Regional Contract for Debris Management Planned

On November 7, 2006, the HRPDC facilitated a meeting of the authorized agents of the regional debris management contracts, including the Southeastern Public Service Authority (SPSA), Virginia Peninsulas Public Service Authority (VPPSA), U.S. Army Corps of Engineers and Virginia Department of Transportation Hampton Roads District. As a result of the meeting, the URS Corporation will rewrite the contracts that will replace the original contracts that were enacted in 2003 and are set to expire in 2008.

The goal of the early rewrite is to provide agencies and localities the opportunity to review and comment prior to the scheduled distribution to contractors in September 2007. Upon submittal, Request for Proposals (RFP) bids will be reviewed by representatives and contracts awarded to approximately three

different contractors before Hurricane season in 2008. The rewrite will build upon revised Federal guidance, lessons learned from Isabel, including administration and reimbursement, and feedback from localities. HRPDC will provide rewrite and mapping assistance, while SPSA and VPPSA remain the contract authorities.



Medical Special Needs Subcommittee Update

The Medical Special Needs Subcommittee, a REMTAC subcommittee, has continued to work hard on the issue in the Hampton Roads area. The subcommittee has developed into a standing subcommittee that meets every month. This fall the subcommittee has worked on the recommendations in the study completed by Dr. Lisa Spiller on medical special needs in our region. HRPDC staff contacted emergency management personnel in FL, TX, CA, WA and NJ to follow up on best practices and programs mentioned in the study in order to assess the usefulness of them in our region.

Also, the subcommittee has been working on developing medically friendly surge parameters for the placement of generators using HRMMRS funds in a Hampton Roads locality. The subcommittee developed 20 parameters for the potential buildings. The purpose of creating parameters for a medically friendly surge facility is to help guide localities when assessing possible locations for a facility within their jurisdiction. The facilities chosen will be regional in nature, one on the peninsula and one on the southside, but maintained and possibly owned by the locality in which it resides. The purpose in creating a medically friendly surge facility is not only to keep people out of hospitals that do not need to be there, but also have additional considerations beyond an American Red Cross (ARC) run shelter.

The subcommittee is interpreting “regional” to mean that while it is housed in a particular jurisdiction, adjoining localities can send/transport people from their locality to use the facilities. This is not intended to replace any local efforts currently underway. The subcommittee has not determined, nor defined, the management and/or support of potential shelters. Ownership of the shelters has yet to be determined as well.

FLUEX06

In October, the Commonwealth of Virginia conducted a functional exercise on influenza pandemic and a Strategic National Stockpile (SNS) event in the National Capital Region. The operations-based exercise included Federal, State, regional and local representatives and HRPDC emergency management personnel. Through a series of scenarios and response exercises, the event examined issues and concerns that could disrupt or impact responses to an influenza outbreak or an SNS event.

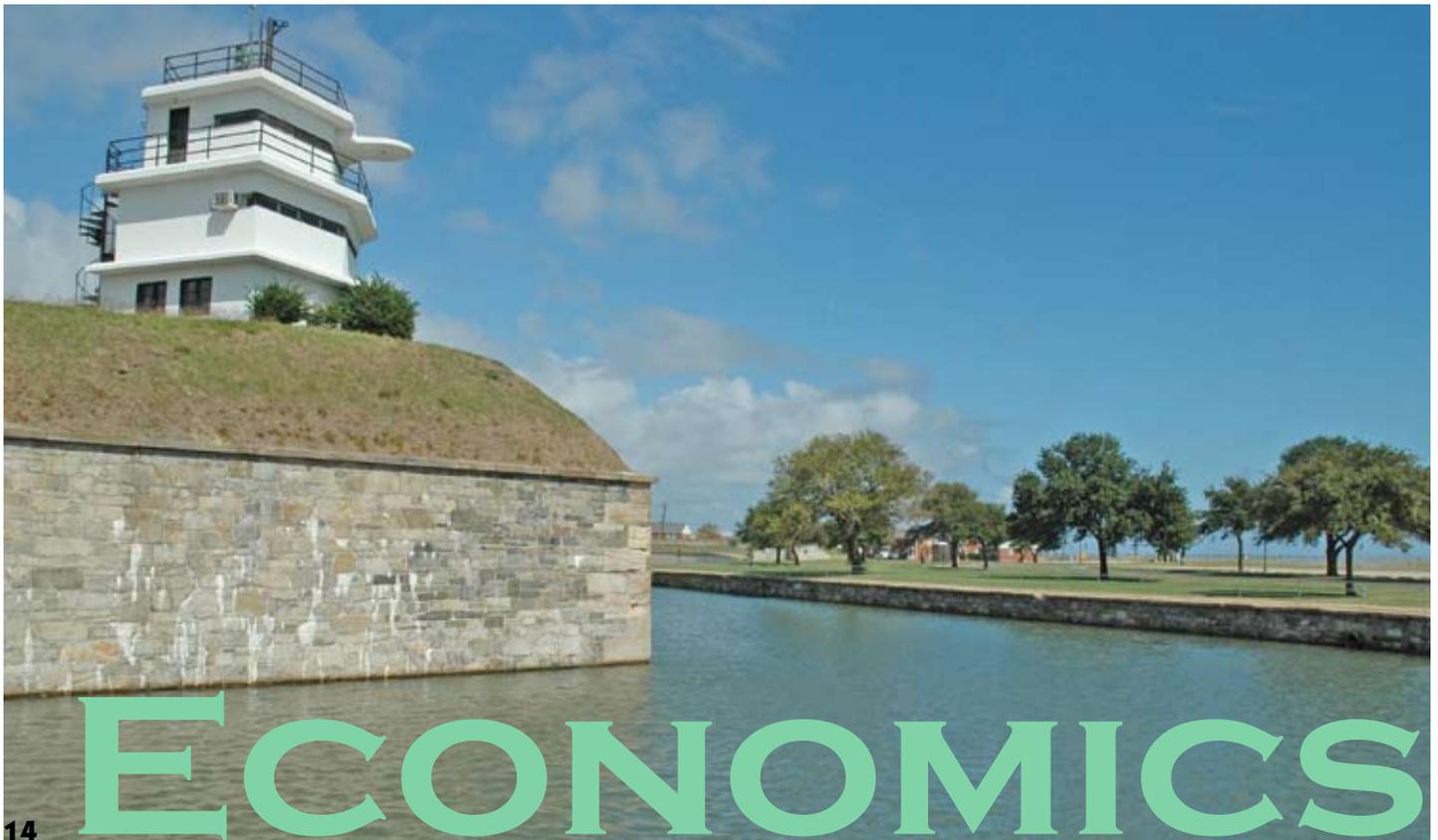


Study Released on BRAC's Impact on Peninsula Economy

The HRPDC, the Greater Peninsula Workforce Investment Board and the Consortium of Elected Officials recently completed a collaborative study, *The Impact of Military Base Realignments on the Virginia Peninsula Economy*. This study examined the effects that the Base Realignment and Closure (BRAC) 2005 decisions will have on the Peninsula's economy. These impacts will be considerable since BRAC will close Fort Monroe and reduce employment at Langley Air Force Base and the Yorktown Naval Weapons Station. The anticipated expansion at Fort Eustis in Newport News will mitigate the losses on the other Peninsula bases.

According to the study, the closure of Fort Monroe in Hampton will have the most significant negative impact on the Peninsula's economy with the realignments at Langley and Yorktown adding to the economic loss. The closure of Fort Monroe will result in the loss of 3,700 military jobs in the city of Hampton. The private sector stands to lose jobs as well, however, the location of those losses will be dependent upon where the Fort Monroe personnel live and shop and where the base does its purchasing. Because nearly 2,000 jobs at Fort Monroe will be relocated to Fort Eustis, there will be a shift in economic activity on the Peninsula. Because activity will move from Fort Monroe to Fort Eustis, Hampton's economic loss will become Newport News' economic gain.

The Peninsula has enjoyed a robust economy that has grown and prospered for the past several decades. While the Peninsula stands to experience an economic setback as a result of BRAC 2005, the study determined that the effect will be small, relative to the size of the area's economy. With the reuse of Fort Monroe and enhancements at Fort Eustis, the Peninsula's economy will continue to grow and should emerge from these setbacks with a stronger, broader-based economy.



New Employee Joins HRPDC Staff

This fall, the HRPDC welcomed a new staff member. Sara Ruch joined the HRPDC in October as Assistant Regional Emergency Management Planner. She brings a wealth of knowledge and experience to the HRPDC staff. Please join the HRPDC in welcoming her.

Sara Ruch



Ms. Ruch joined the HRPDC's Emergency Management team from Minnesota. She is a recent graduate of North Dakota State University with a Master's in Sociology/Anthropology. She received her Bachelor's degree in Political Science and International Relations from Concordia College. While attending graduate school, Ms. Ruch volunteered her Emergency Management knowledge and skills, serving as Assistant Emergency

Manager for Fisher, MN. In this capacity, she updated Emergency Operations Plans (EOP) to comply with National Incident Management System (NIMS) and Incident Command System (ICS). She also helped to develop a Community Emergency Response Team (CERT) for the community. Ms. Ruch assisted the city's recovery efforts following natural disasters, such as the blizzards and floods of 1997 and 2006. Additionally, as Community Development Specialist and Researcher for Adams County Development Corporation, she gained valuable field experience applying community development skills by creating a 10-year community development plan based on needs and assets for Adams County, North Dakota.

As Assistant Regional Emergency Management Planner, Sara will assist the HRPDC in providing regionally oriented Emergency Management planning and advocate a regional approach to emergency management issues. She will support specialized planning and research to meet the region's emergency management planning needs, as well as the wide range of existing regional preparedness programs for emergencies and disasters. Finally, she will act to facilitate and coordinate regional emergency management plans with jurisdictions, agencies and businesses from across the region.

Emergency Management Coordinator's Briefing Held in Williamsburg

On November 14, 2006, the Virginia Department of Emergency Management (VDEM) held a Coordinator's Briefing in Williamsburg, VA. Several of the local emergency management coordinators were present, along with HRPDC staff. Topics covered included: Special Needs Populations, Grants Updates, 2006 Legislation, Local Emergency Operations Center (EOC) operations, National Incident Management System (NIMS) compliance, and evacuation and sheltering.

The briefing featured a presentation from the city of Virginia Beach on their new EOC building capabilities, a presentation by the Poquoson Deputy Emergency Management Coordinator on Special Needs, and a presentation from Mark Sloan of Judge Robert Eckels' office in Houston, Texas on mass sheltering. The Coordinator's Briefing is held annually and offers the local emergency management personnel a chance to discuss "hot topics" and receive updates from the state.





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 hrpdc.org.

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Hearing Impaired may contact the HRPDC through the Virginia Relay Center: 800.828.1120

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Cover photo: "The Coleman Bridge as seen from Historic Yorktown" by Dustin Lewis, Fall 2006 HRPDC Photography Intern

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2101 Executive Drive, Suite 1-C
Tower Box 8
Hampton, VA 23666
Ph: 757.420.8300

<p>Jan 17 10:30 a.m.</p> <p>held at:</p> <p>Feb 21 10:30 a.m.</p> <p>held at:</p> <p>Mar 21 10:30 a.m.</p> <p>held at:</p>	<p>HRPDC Quaterly Commission/ Metropolitan Planning Organization</p> <p>Hampton Roads Convention Center, Hampton, VA</p> <p>HRPDC Annual Retreat</p> <p>The Regional Board Room</p> <p>HRPDC Executive Committee/ Metropolitan Planning Organization</p> <p>The Regional Board Room</p>	MEETING CALENDAR
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HRPDC
The Regional Building
723 Woodlake Drive
Chesapeake, VA 23320

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