



HAMPTON ROADS REVIEW

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



In this issue:

Hampton Roads Transportation Authority Support

HRMMRS Strike Team Ready to Respond

H2O Program Incorporated

Transportation Authority Created, HRPDC To Continue Support

This spring, the Virginia General Assembly passed legislation, House Bill 3202, that when signed into law by the Governor, created the Hampton Roads Transportation Authority (HRTA). The jurisdictions to be served by the HRTA are the cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach and Williamsburg; and the counties of Isle of Wight, James City, and York. The chief elected official from each of the twelve communities or his/her elected designee will represent their citizens on the HRTA.

House Bill 3202 created the HRTA. However, the law required at least seven of the twelve jurisdictions comprising the Authority, representing at least 51% of the population, vote to approve the powers of the Authority and adopt resolutions acknowledging their approvals. By June, nine of the twelve Hampton Roads localities, representing 86% of the population to be served by the Authority, had adopted the required resolutions approving the power of the HRTA.

The first official meeting of HRTA was July 18th. During this meeting, the HRTA established by-laws by which it will conduct its business, and agreed that the HRPDC will support the HRTA until it has its own staff. During this meeting, the representatives also installed officers for the next two years. The officers are:

Chair: Paul Frain,
Mayor, Norfolk

Vice Chair: Joe Frank,
Mayor, Newport News

Secretary/Treasurer: Louis Jones,
Vice Mayor, Virginia Beach

During the July 18th meeting, the HRTA established public hearings in advance of its August meeting. The meetings, one on the Peninsula and one on the Southside, provided the public the opportunity to voice their opinion regarding

the proposed taxes and fees to be imposed or assessed by the HRTA. The taxes and fees were outlined by the General Assembly in House Bill 3202. They include:

1. A \$10 Vehicle Registration Fee
2. A 1% Initial Vehicle Registration Fee
3. A \$10 Vehicle Safety Inspection Fee
4. A 5% Sales and Use Tax on Automotive Repairs
5. A \$0.40/\$100 of value Grantor's Tax on Real Estate Sales
6. A 2% Motor Vehicle Fuel's Tax
7. A 2% Local Rental Car Tax

The funding generated by these proposed taxes and fees will be used to build the projects identified by House Bill 3202. See Graphic on opposite page.

During the HRTA's August meeting, the fees and the feedback received from the public were discussed. The HRTA then voted to affirm the new taxes and fees, however they postponed their collection until April 2008, rather than January 2008, to allow the General Assembly time to reexamine the list of fees and taxes in light of the feedback the public has provided. The General Assembly is due to reconvene in January 2008.

The next meeting of the HRTA is scheduled for October.



TRANSPORTATION

Proposed Toll Projects

	Third Crossing Phase I		Pinners Point
	Phase II		Suffolk Bypass
	Southeastern Pkwy/ Dominion Blvd		Commercial Airport
	Midtown Tunnel/ MLK Extension		Military Airport
	US Route 460		Other Airport
	I-64 Widening (Peninsula)		Port
	I-64 Widening (Southside)		Federal Lands



The HRTA projects identified by House Bill 3202.

Regional Bridge Study Underway

The tragic collapse of the I-35W Bridge in Minneapolis showed that additional attention needs to be given to the condition of our nation's aging infrastructure. Hampton Roads is not immune to this concern. There are more than 1,200 bridges in Hampton Roads, many of which are more than 50 years old. In fact, the Kings Highway Bridge in Suffolk was recently taken out of service due to its deficient condition.

The city of Chesapeake requested the HRPDC perform a comprehensive study of the bridges throughout Hampton

Roads. This study will look at the condition of bridges throughout the region, as well as the impact on the regional transportation network should a major bridge be taken out of service. For example, the study will examine the impact on the I-64 High Rise Bridge and the Downtown Tunnel traffic should the nearly 70-year-old Gilmerton Bridge be taken out of service. This report is expected to be available in early 2008.



The Great Bridge in Chesapeake.

Corridor Studies Underway in Suffolk

The city of Suffolk requested the HRPDC conduct three corridor studies this year. Each of the studies will identify roadway, traffic signal, and access management improvements that will be necessary within the next ten years. The three corridors include:

Sections of North Main Street - Beginning at Constance Road, the North Main Street corridor continues north approximately 1.5 miles to the Elephant Fork intersection with Pruden Boulevard and Godwin Boulevard. This largely commercial corridor will grow to include a mixed-use development. Improvements associated with this development will highlight the area's access management needs.

Holland Road (Rte. 58) - The Holland Road corridor begins at the western end of the Route 58 Bypass and continues west approximately 3.3 miles to its terminus one mile west of the intersection of Holland Road and Manning

Bridge Road. This section of Rte. 58 has commercial land uses at its eastern end, which give way to a mix of agricultural and industrial uses to the west. Concerns about the corridor's capacity have been raised as significant additional industrial development is expected during the coming decade.

Pruden Boulevard (Rte. 460) - Pruden Boulevard will be studied from the Isle of Wight County line all the way to Godwin Boulevard, a distance of more than six miles. The western portion of the corridor is and is expected to remain primarily agricultural, with higher density land uses to the east. Potential development along the eastern half of this corridor may include industrial and commercial uses. Roadway and traffic signal improvements will be identified in the study.



Holland Road and Route 58 bypass.

Improving The Mobility Of Non-Drivers: Neighborhood Gaps Analysis

HRPDC staff has conducted a multi-year study under a VDOT grant to determine ways to increase the mobility of non-drivers in Hampton Roads. In this latest of five reports, knowledge gained from the previous studies was applied to three neighborhoods in Hampton Roads: Coliseum Central in Hampton, Wards Corner in Norfolk, and Hilltop in Virginia Beach. The neighborhoods were analyzed for their accommodations for non-drivers in the areas of transit service, pedestrian and bicycle accommodations, available activities, and opportunities unique to each neighborhood.

Transit service

All the evaluated neighborhoods were found to have sufficiently short distances to bus routes. However, each of the neighborhoods also had bus routes that warrant further evaluation based on their lower ridership per hour.

Pedestrian and bicycle accommodations

An inventory of sidewalks along major streets was collected to determine the location of gaps. From this information, it was determined that Hilltop has 2.4 miles of gaps in sidewalks along major streets, Coliseum Central has 7.2 miles of gaps, and Wards Corner has no gaps. Bicycle racks were rare at the major shopping centers in all three neighborhoods. The incorporation of pedestrian paths through the large parking lots of shopping centers in all the neighborhoods would be beneficial for improved non-driver access.

Available activities

One finding from the previous non-driver mobility reports was that mobility increases for those with an adequate quantity of available activities (work, shopping, recreation, etc.) within a half-mile radius of their home. This concept was used to find those areas within each neighborhood that do not have sufficient proximity to activities for non-drivers. These areas may be good candidates for new businesses, if the city and the neighborhood desire to increase walking and bicycling opportunities for non-drivers and others. Likewise, the areas that are already conducive to non-driver mobility in terms of proximity to activities may be good candidates for future additional residential units.

Unique opportunities

Opportunities for increasing non-driver mobility unique to each neighborhood were also reviewed. For example, non-driver access to Hilltop from the residential area to the north could be improved through the inclusion of a walkway from Laurel Lane.

Each of the cities can work with the residents of these neighborhoods to determine acceptable and affordable ways for increasing non-driver mobility and determine whether the recommendations in the report are desirable to the community. A copy of the report is available on the HRPDC web site at www.hrpdcva.gov.



The State of Transportation in Hampton Roads



UPDATE

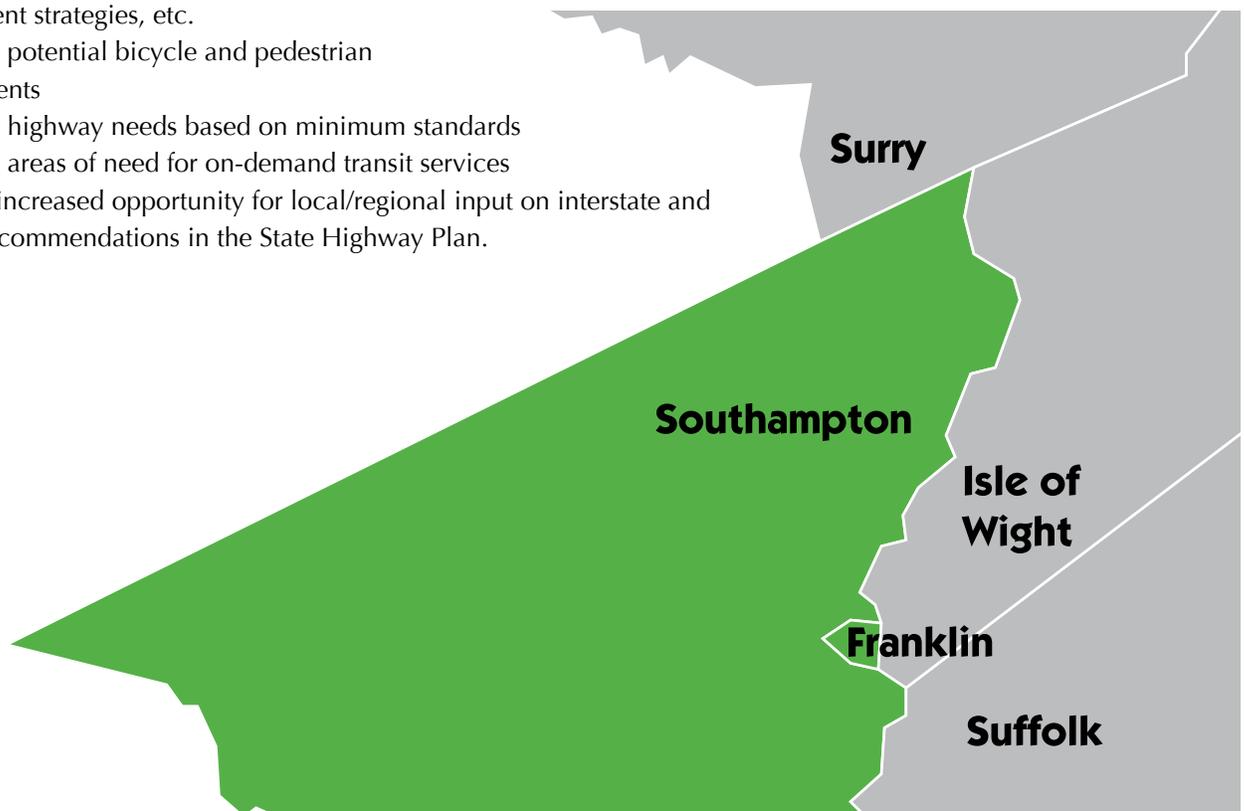
New Program Brings Metropolitan Planning Process to Rural Roads

The Rural Long Range Transportation Plan (RLRP) is a new program instituted by the Virginia Department of Transportation (VDOT) aimed at creating regional transportation plans in rural areas across Virginia to complement planning efforts in the metropolitan areas of the state. As such, the development and components of the RLRP are modeled after the federally mandated metropolitan planning process – continuing, comprehensive, and cooperative. The RLRP has a planning horizon of at least 20 years and must be updated every 5 years.

VDOT plans to use RLRP's as a foundation for identifying transportation priorities for the Six-Year Improvement Program as well as in the statewide transportation planning process. Through the RLRP development, the HRPDC will evaluate the transportation system with respect to existing and projected population and employment and recommend a range of transportation improvements that could best satisfy existing and future transportation needs. The rural areas in the Hampton Roads region covered by this effort are the City of Franklin and Southampton County.

Objectives of the RLRP include:

- Identifying and measuring the potential impact of high growth areas
- Identifying critical freight infrastructure and improvements
- Identifying intersection improvements, access management strategies, etc.
- Identifying potential bicycle and pedestrian improvements
- Identifying highway needs based on minimum standards
- Identifying areas of need for on-demand transit services
- Providing increased opportunity for local/regional input on interstate and primary recommendations in the State Highway Plan.





Route 58 bypass near Franklin.

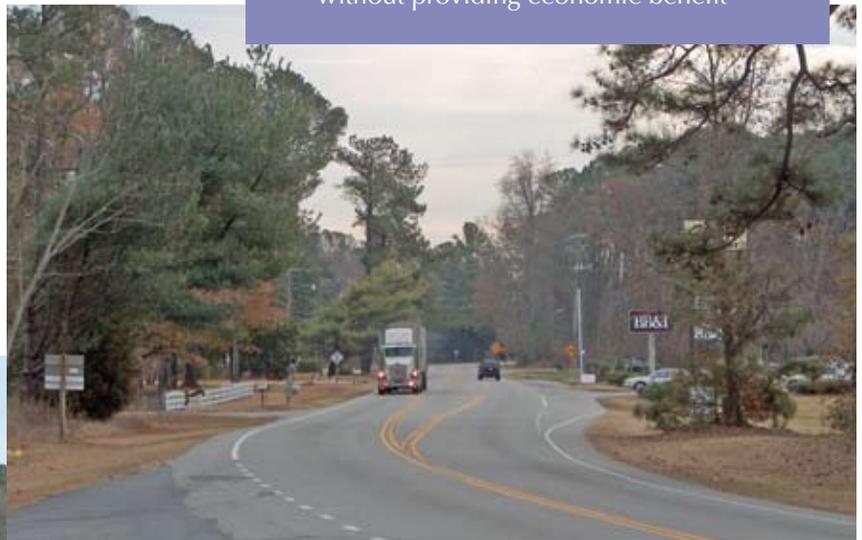
Quick Facts

- Almost 70% of Virginia's state maintained roads are located in rural areas
- A disproportionate amount of traffic fatalities occur on rural roads
- Many disadvantaged groups live in rural areas and have fewer transportation options
- A considerable amount of freight moves through rural areas impacting highway facilities (safety, maintenance, capacity) without providing economic benefit

The development of the RLRP is divided into four phases:

- I. Goals and Data Collection
- II. Analysis and Problem Identification
- III. Public Outreach and Recommendation Development
- IV. Public Endorsement and Regional Adoption.

The HRPDC completed Phase I in FY2007. A Rural Transportation Technical Committee was established to oversee the development of the RLRP. The committee includes representatives from the city of Franklin, Southampton County, Franklin Municipal Airport, VDOT, Virginia Department of Rail and Public Transit, Federal Highway Administration, as well as Norfolk Southern and CSX Railroads. Regional goals, objectives, and measures of effectiveness were outlined for the region as was a public involvement plan. GIS data was compiled for the two localities and maps depicting transportation, land use, and socio-economic data were created. Existing studies and plans were also collected and analyzed. A report detailing the efforts of Phase I will soon be available to the public.



Business Route 58 in Courtland.



Route 189 in Southampton County

Healthcare Organizations Emergency Preparedness Seminars (HOEPS)

The Healthcare Organizations Emergency Preparedness Seminars committee is gearing up for the 2008 seminars. The committee is currently working on organizing subcommittees to develop emergency preparedness templates for home healthcare, dialysis centers, assisted living, group homes, and adult daycare for disasters.

Regional Emergency Management Coordination Plan (REMCP)

The Regional Emergency Management Coordination Plan (REMCP) sub-committee has been working to develop a regional coordination plan to help the region coordinate during a disaster. The subcommittee approved the latest version in June. It was presented to the Regional Emergency Management Technical Advisory Committee (REMTAC) in July for discussion and suggestions. REMTAC voted to approve the plan at the August 28, 2007, meeting. Annexes will be added during FY08.

Urban Areas Security Initiative (UASI)

Hampton Roads was awarded \$8 million dollars from the Department of Homeland Security (DHS) through the Virginia Department of Emergency Management (VDEM) for the Urban Areas Security Initiative (UASI) for FY07 on July 18, 2007. Hampton Roads was awarded the largest amount of money out of all of the newly designated UASI regions. The Hampton Roads region submitted seven projects or investment justifications. Five of the investment justifications were submitted by local emergency preparedness and security related groups. Two of the investment justifications were joint investments with Baltimore and the National Capital Region. The HRPDC staff is providing program management and grant administration for the FY07 grant. On August 10, 2007, the Urban Area Working Group (UAWG) met to make funding allocations for the \$8 million in UASI funds. Each investment was partially funded. The program manager for each investment is working on developing the detailed budgets to provide to HRPDC, VDEM, and DHS.

Medical Special Needs Subcommittee Receives Funds

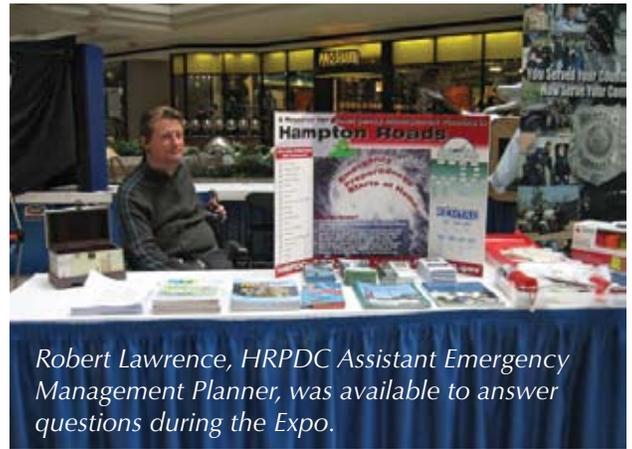
The Urban Area Working Group (UAWG) awarded the Medical Special Needs subcommittee approximately \$2.7 million of the \$8 million UASI funds. The Department of Homeland Security rated the investment justification submitted by the subcommittee one of the highest in our overall grant package. The committee is working on how to implement its investment justification.

The subcommittee has added representatives from the Center for Independent Living on the Peninsula, Children's Hospital of the King's Daughters, and Goodwill. At the last meeting, the Mid-Atlantic Renal Coalition gave a presentation on their services and has committed to collaborative discussions with the subcommittee.



Hurricane Expo at MacArthur Center

The Regional Emergency Management Technical Advisory Committee (REMTAC) participated in the Hurricane Expo August 4th and 5th at MacArthur Center in Norfolk. The Expo was sponsored by WVEC and the city of Norfolk. The Expo had a regional flair with agencies such as: American Red Cross, SPCA, VDEM, and the cities of Virginia Beach, Chesapeake, and Suffolk also participated. The HRPDC staffed the REMTAC booth and provided information on hurricane preparedness and an example of a disaster supply kit.



Robert Lawrence, HRPDC Assistant Emergency Management Planner, was available to answer questions during the Expo.

Emergency Management

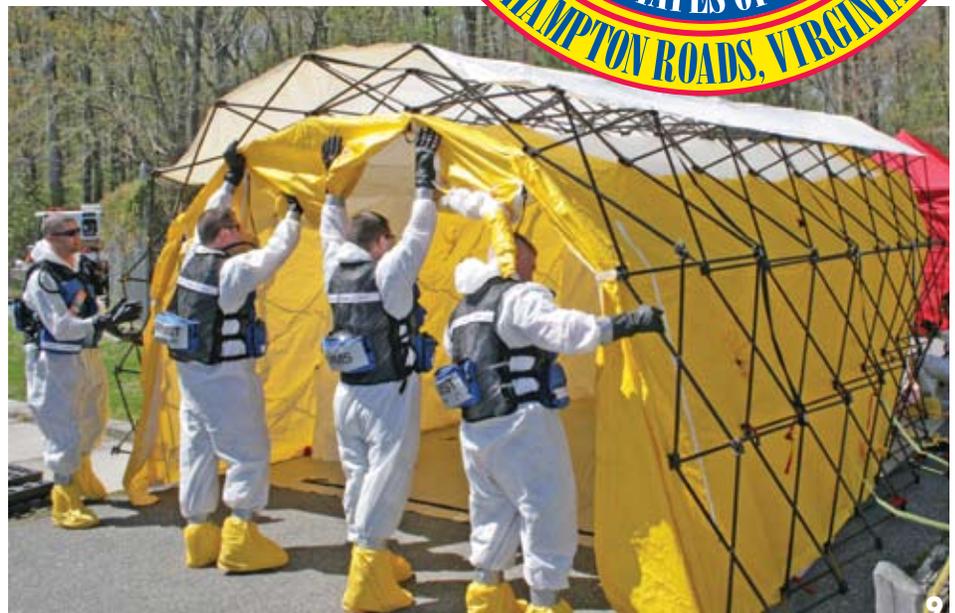
Strike Team Ready to Respond

The Hampton Roads Metropolitan Medical Strike Team (HRMMST) has been under development for several years, building a cache of equipment, supplies, communications, and transportation capabilities as Department of Homeland Security MMRS grant funds became available. The HRMMST is now deployable and can be activated upon request as a mutual aid asset during a mass casualty incident due to any Chemical Biological Radiological Nuclear Explosive (CBRNE) agent or natural disaster.

Over 75% of the 242 Strike Team members have completed their pre-deployment training with many having also completed most of the core component training. This provides the ability to stand up one or more 47-member Strike Teams if needed. The equipment and supplies have been packaged in easily deployable containers on the Strike Team trucks and trailers that are now available on both the Southside and Peninsula.

As an initial part of the Strike Team's inception and development, all 16 Hampton Roads jurisdictions signed the HRMMRS Mutual Aid Agreement and the Hampton Roads Metropolitan Medical Strike Team (HRMMST) Memorandum of Understanding committing to sponsor members on this team and facilitate member response when activated.

To better understand this regionally available asset, HRMMRS staff will be conducting HRMMST Orientation Briefings throughout the 16 Hampton Roads jurisdictions. These briefings will provide agencies with critical information regarding the activation of this team and its capabilities. The HRMMST trucks and trailers will be brought to each briefing.



Additional Groundwater Study in Southampton County

HRPDC continues to support United States Geological Service (USGS) ground water studies in the Virginia Coastal Plain to obtain and analyze current data on ground water levels and water quality. The most recently funded USGS effort will install a vertically nested cluster of observation wells in north-central Southampton County.

The model used by the Virginia Department of Environmental Quality (DEQ) to evaluate ground water withdrawal permits indicates that water-level drawdowns in north-central Southampton County exceed regulatory thresholds. Existing framework information and observed water level data are not sufficient to evaluate the accuracy of the model results. Sediment cores provide the most reliable framework information but have not been obtained within the model-cell area (Fig. 1). Also, water levels are not currently measured within the area. Where water levels are measured outside the area, the model simulations do not agree. The study's objective is to collect the framework and water-level information needed to improve the accuracy of simulations in this area. The evaluation of the water level drawdown simulations in this area could impact the future regulation of water withdrawals throughout the Region.

The study includes 1,000 feet of drilling to construct the nested well cluster and it will instrument the wells for water-level measurements. Automated "real-time" data recording

and transmission equipment will be installed and the wells will be integrated within the existing statewide ground-water level observation network, operated cooperatively by USGS, DEQ, and HRPDC. All water-level data will reside in the USGS National Water Information System (NWIS) database, and will be available at the web site <http://va.water.usgs.gov/>.

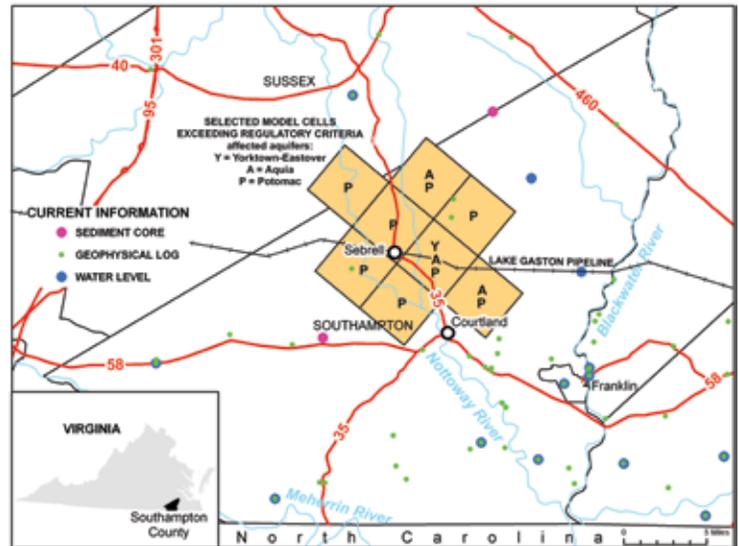
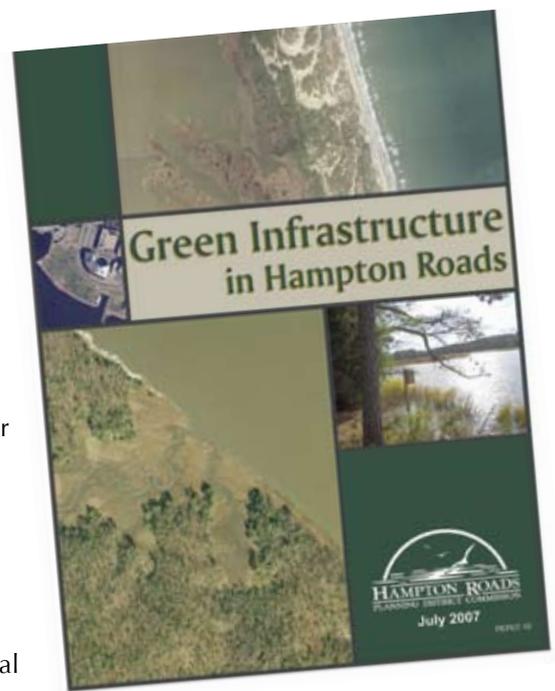


Figure 1. Location of study area in north-central Southampton County, Virginia, and locations of current hydrogeologic framework information and measured water levels.

Green Infrastructure Report Available

The HRPDC staff has completed a report titled, "Green Infrastructure in Hampton Roads." The report includes information about the development of conservation corridors in Chesapeake and Virginia Beach through the Southern Watershed Area Management Program, the expansion of green infrastructure planning to the entire region through the Hampton Roads Conservation Corridor Study, and a synopsis of two green infrastructure workshops that were hosted by the HRPDC. In addition, the report contains a set of recommended implementation actions associated with green infrastructure planning in Hampton Roads and several case studies from other communities to illustrate the application of green infrastructure planning.

Green Infrastructure is defined as a planned network of green spaces that benefit wildlife and people and link urban settings to rural ones. Implementation actions that have been identified as priorities through discussions with local government staff include the development of a white paper on the integration of green infrastructure with the development approval process, a workshop on the use of green infrastructure to buffer military facilities in Hampton Roads from encroachment by new development, and the examination of the integration of green infrastructure with stormwater management through case studies of other regions that are dealing with similar issues. The report is available for download on the Physical and Environmental Planning section of the HRPDC web site at http://www.hrpdcva.gov/publications/techreports/PEP/Green_Infrastructure_in_HR.pdf.



Aronson Award Received for “The Virginia Coastal Plain Hydrogeologic Framework”

The Virginia Water Science Center won the 2006 U.S. Geological Survey David A. Aronson Award for Professional Paper 1731, entitled “The Virginia Coastal Plain Hydrogeologic Framework” by Randy McFarland and T. Scott Bruce. This USGS report presents the results of the multiyear study done in cooperation with the Virginia Department of Environmental Quality and the HRPDC.

The Aronson Award is presented annually in the Northeastern Region for reports that best exemplify the qualities of timeliness, scientific content, organization, and clarity of expression. The report was recognized for being exceptionally thorough, well written, and well organized. The illustrations are excellent and strongly supplement the text. This report provides a new perspective on the regional ground-water system by incorporating the recently discovered Chesapeake Bay Impact Crater and other emerging geologic relations. The new hydrogeologic framework has been incorporated into the revision of the regional ground water model and supports the Region’s ground water programs. The report is available at <http://pubs.usgs.gov/pp/2006/1731/>.



Incorporation of the H2O-Help to Others Program

Fourteen cities and counties within Hampton Roads, the towns of Smithfield and Windsor, and the Hampton Roads Sanitation District all recently considered and approved the incorporation of the Hampton Roads H2O-Help To Others-Program as a 501(c)(3) nonprofit corporation. The H2O program was originally established by the HRPDC in 1999 to provide financial aid to families or individuals in danger of losing residential water service due to non-payment of a water bill due to a family crisis. It is believed that donations will be increased and that the program will be able to assist more citizens once the program is formally incorporated as a nonprofit and donations are clearly tax deductible.

The H2O program has been on hiatus while the incorporation process is occurring. Fund raising efforts and full program implementation is expected

to again occur in early 2008. Donations are solicited through water bill advertisements, and 100% of the contributions received are applied to the program. While the H2O program was active, from 1999 to 2005, the total funds disbursed amounted to \$205,000 and aided approximately 1,400 families and individuals in danger of losing residential water service.



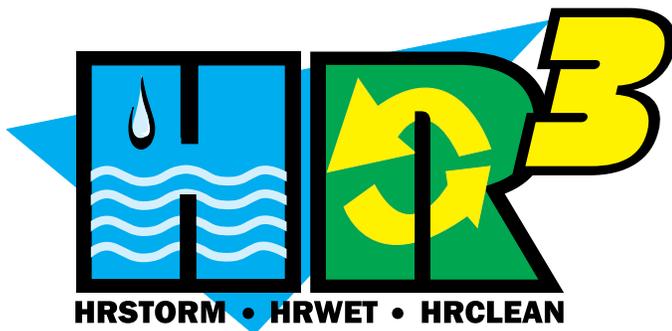
Upcoming Reports

Environmental Education Strategy Implementation Report

The HRPDC is in the process of completing the “Hampton Roads Regional Environmental Education Strategy Implementation Report,” an annual report that includes the events, activities and education programs conducted by the HRPDC in cooperation with the region’s localities. This year’s report details the programs and projects of the region’s environmental education committees: the Hampton Roads Water Efficiency Team (HR WET), the Regional Stormwater Management Public Information and Education Subcommittee (HR STORM), the region’s committee on waste management, litter prevention and beautification (HR CLEAN), and the educational subcommittee devoted to reducing the amount of fats, oils, and grease in the region’s sanitary sewer systems (HR FOG).

The report includes information on the numerous environmental education initiatives taking place throughout the year in Hampton Roads. Several highlights from the report include the following:

- HR STORM reports on the success of the Newspapers in Education distribution project to Hampton Roads 6th grade public school students, and the success of the Chesapeake Club Campaign.
- HR WET details the continuation of the “Water-Use It Wisely” campaign and why water conservation in the region is a must.
- HR CLEAN releases the results from a regional survey on how the citizens of Hampton Roads view the importance of recycling and the level of beauty in our environment.



Regional Cooperation in Stormwater Management

HRPDC staff is also completing “Regional Cooperation in Stormwater Management, Fiscal Year 2007.” This annual report describes the cooperative stormwater management activities undertaken by the region’s local governments. Several of the regional program activities described in the

report include the regional information exchange process, education and training, legislative and regulatory monitoring, cooperative regional studies, and other related programs and projects in which Hampton Roads localities participate.

Specifically, this year’s report highlights the two successful Illicit Discharge Detection and Elimination (IDDE) training sessions that were held in May and jointly sponsored by the Phase II localities, which include the cities of Suffolk, Poquoson, and Williamsburg and the counties of Isle of Wight, James City, and York. Legislative and regulatory monitoring activities have been valuable this year in keeping the region’s localities informed of the many changes being made to the stormwater regulations and the small municipal separate storm sewer system (MS4) permit regulations. Also, in anticipation of future permit requirements, the region’s localities are working together on the development of a Permit Administration and Reporting System (PARS), which will allow for improved stormwater permit compliance, efficiency in reporting, and increased administrative capabilities. Through regional efforts like these, the Hampton Roads localities have been able to meet stormwater management requirements in a more consistent and cost-effective manner.

Indicators of Stormwater Management Program Effectiveness

The HRPDC staff is in the process of publishing the report, “Indicators of Stormwater Management Program Effectiveness, Fiscal Year 2007.” This will be the seventh 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. Data is collected by each of these localities on a number of stormwater related topics including BMP (best management practice) implementation, flooding and drainage projects, erosion and sediment control measures, operations and maintenance actions, and public outreach activities, to name a few. The data gathered from each locality is then compiled and summarized in the Indicators of Stormwater Management Program Effectiveness Report.

When complete, these reports will be available on the HRPDC website at www.hrpdcva.gov.



Chesapeake Club Successful in Hampton Roads

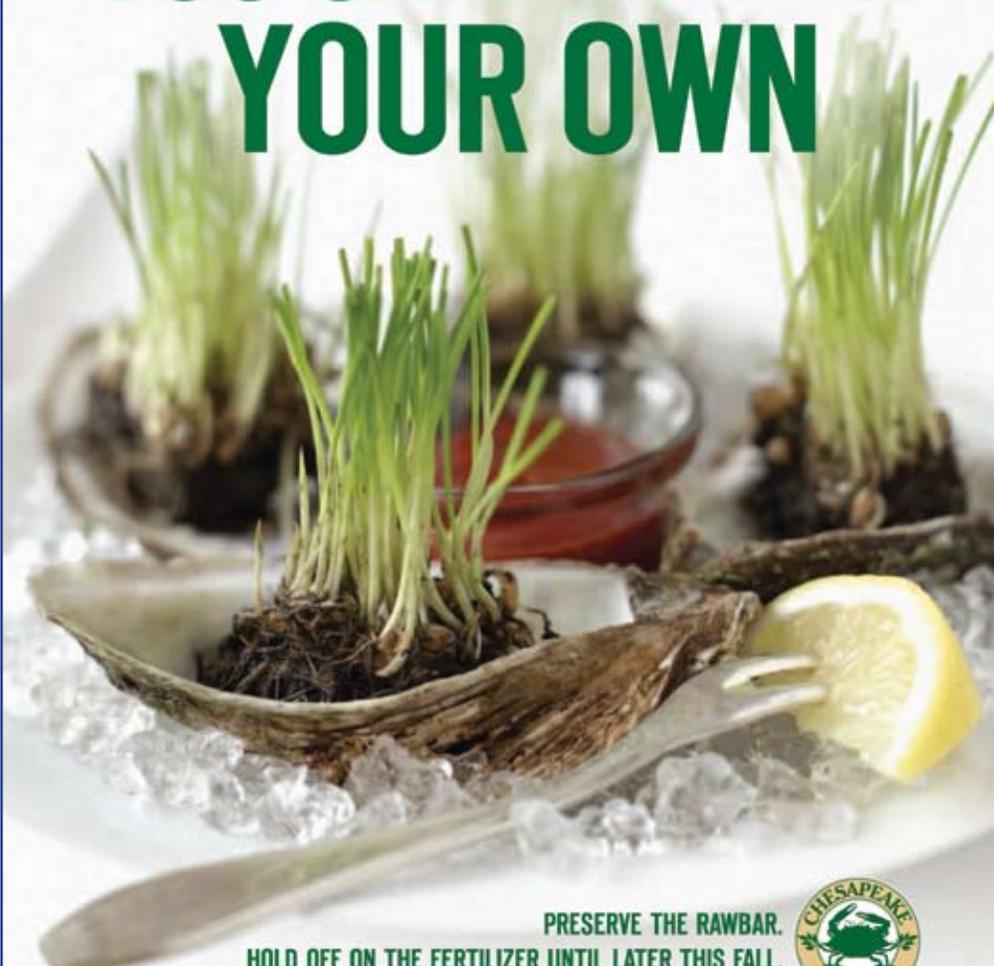
While residents still categorize appearance of their lawn as their number one consideration when it comes to landscaping, lawn care and maintenance, over 50% were also concerned with its impact on the environment. These responses were the results of a recent survey following the highly successful Chesapeake Club campaign.

Chesapeake Club, released in the spring, educated homeowners about the importance of a fall fertilization schedule to improve water quality and save the many seafood delicacies we all enjoy. The campaign

included television and print ads, as well as partnerships with restaurants and lawn care companies to play on the region's love of seafood, specifically the blue crab. The tagline, "Save the Crabs, then Eat 'Em" provided a humorous, attention-grabbing message that was popular in Hampton Roads, Richmond, and Northern Virginia.

Plans are already underway to make improvements for next year's campaign as well as exploring other important topics impacting water quality. Chesapeake Club was sponsored by the Department of Conservation and Recreation. Local efforts are coordinated by the HRPDC through HR STORM.

THE LUNCH YOU SAVE MAY BE YOUR OWN



**PRESERVE THE RAWBAR.
HOLD OFF ON THE FERTILIZER UNTIL LATER THIS FALL.**



www.ChesapeakeClub.org

HRPDC receives \$3,000,000 to Encourage Homeownership Opportunities

The HRPDC has been awarded \$3 million in first mortgage funds to assist in creating more homeownership opportunities for residents in Planning District 23. Funded by the Virginia Housing Development Authority (VHDA), the “Sponsoring Partnerships and Revitalizing Communities” (SPARC) grant will be awarded in the form of first mortgage funds that offers a 0.50% reduction off the current VHDA rate. This grant will also focus on increasing homeownership for minorities and persons of diverse cultures in this region. This SPARC grant will help approximately 20 families purchase homes. This funding can be used for purchases within the HRPDC’s jurisdictions.

SPARC Qualifications:

- Must be a first-time homebuyer
- Fall under VHDA maximum income guidelines based on household size
- 2 or fewer person household = \$63,000
- 3 or more person household = \$73,000
- Complete a VHDA or Neighborworks Homeownership Class and obtain a certificate
- Obtain a 30-year, fixed rate VHDA mortgage loan approval from a VHDA approved lender.
- Purchase a single family home within Planning District 23
- The purchase price of the home must not exceed \$320,700

In addition to the SPARC program, some residents earning less than 80% of median income may also qualify for federal HOME funds for down payment and closing cost assistance funds that are also administered by the HRPDC.



HOME Funds Income Requirements

Family Size	Maximum Income
1	\$35,900
2	\$40,050
3	\$46,150
4	\$51,300
5	\$55,400
6	\$59,500
7	\$63,600
8	\$67,700

For more information concerning these programs, contact Shernita L. Bethea at 757.420.8300.



HRPDC Employee Promotion and New Employee

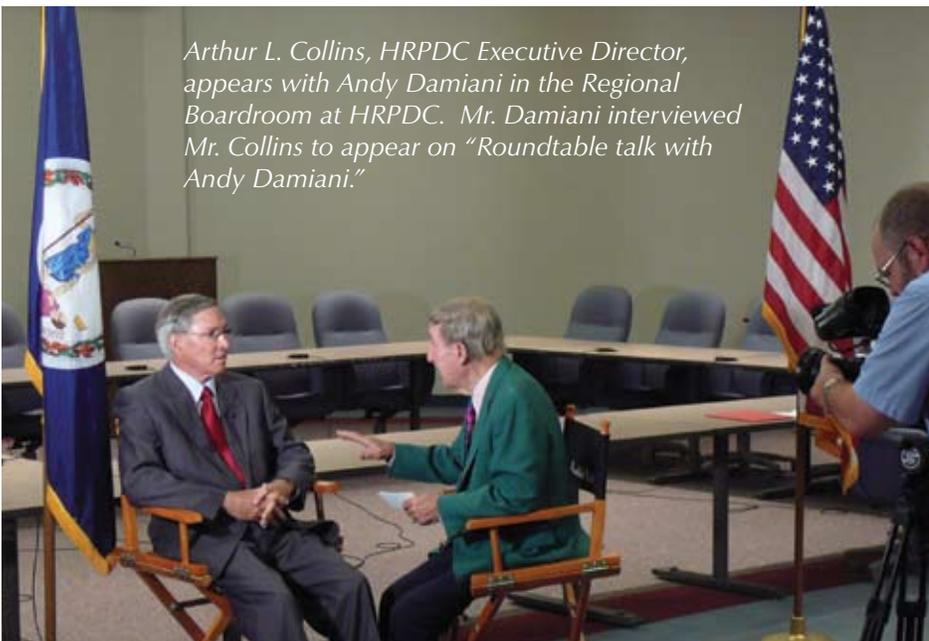
Greg Grootendorst was recently promoted from Senior Economist to Deputy Executive Director, Economics where he will assume the duties and responsibilities of John Whaley who retired in June. Greg is a native of Vancouver, Canada. He received both his undergraduate and graduate degrees in Michigan before relocating to Virginia. Greg joined the HRPDC in 2001 as an economist, where he supported John Whaley and his work in the Economics Department. Greg is excited to serve the Hampton Roads community in this new capacity.

Congratulations Greg!

Brett Kerns, Network Support Technician - Mr. Kerns joined the HRPDC in June as the Network Support Technician. A Philadelphia native, Brett arrived in Hampton Roads with his family courtesy of the Air Force in 1986. He attended college at Christopher Newport University and served nine years in a local VA Army National Guard unit. Mr. Kerns' IT career began while working for a national medical transcription company Applied Medical Systems, in 2000, where he supported hospitals and transcriptionists across the country.

Prior to joining the HRPDC, he worked as an IT consultant for Medlin IS and VITNA in Hampton Roads, performing duties such as PC, network and server support. Brett currently holds several Microsoft and CompTia certifications. At the HRPDC, he will be providing PC, software and network support to the staff.

Welcome Aboard Brett!



Arthur L. Collins, HRPDC Executive Director, appears with Andy Damiani in the Regional Boardroom at HRPDC. Mr. Damiani interviewed Mr. Collins to appear on "Roundtable talk with Andy Damiani."



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.

PAUL D. FRAIM
Chair

ARTHUR L. COLLINS
Executive Director/Secretary

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Deputy Executive Director Physical Planning

NANCY K. COLLINS
Deputy Executive Director Administration

DWIGHT L. FARMER
Deputy Executive Director Transportation

GREG C. GROOTENDORST
Deputy Executive Director Economics

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

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Ph: 757.420.8300

Oct 17	held at:	HRPDC Annual Commission/ Metropolitan Planning Organization The Regional Board Room
Nov 21	held at:	HRPDC Executive Committee/ Metropolitan Planning Organization The Regional Board Room
Dec 19	held at:	HRPDC Executive Committee/ Metropolitan Planning Organization The Regional Board Room

MEETING CALENDAR

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