



HAMPTON ROADS REVIEW

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



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Moderate Growth in HR Economy Forecast for '07

The HRPDC released the 2007 economic forecast for Hampton Roads in January. The forecast included an examination of national and local economic trends for 2006. Both the U.S. and Hampton Roads' economies experienced slower growth in 2006. Higher interest rates, slower residential construction, decreased manufacturing activity, and slower growth in consumer demand combined to cause the national economic slowdown. Despite an unemployment rate lower than the U.S., Hampton Roads' economy was not immune to the factors impacting the national economy.

- Retail sales slowed in Hampton Roads during 2006. Additionally, car sales experienced a significant decline.
- The value of single-family housing permits declined in 2006 (-14.6%), as did the number of homes sold in Hampton Roads (just under 2,000 per month).
- The time required to sell the average home in Hampton Roads increased during 2006. Homes stayed on the market for nearly 60 days at the end of the year.
- The rate of increase in home prices decelerated from 27% in 2005 to 5% in 2006.

Despite the rapid rate of economic growth for 2000 to 2005, the HRPDC forecasts slower growth in both the U.S. and Hampton Roads economies during 2007. Housing prices will not reduce consumption, and inventory surpluses in the housing, auto and construction industries should be depleted by the end of the second quarter of 2007. As a result, new home construction will likely rebound in the second half of the year. Lower energy prices will help to keep inflation in check. Overall, the real Gross Domestic Product (GDP) for the U.S. economy is expected to grow by 2.5%, and Hampton Roads' Gross Regional Product (GRP) is expected to be slightly less at 2.2%.

Regionally, the single-family residential permits are forecast to decrease (-4.5%) from 2006 figures. Auto and truck sales are also expected to decrease over 2006 numbers (-2.9%). Hotel revenues were basically stagnant in 2006, but with the 400-year commemoration of the settlement at Jamestown, the region's hotel revenues are expected to increase by 3.8% in 2007.

2007 Forecast

	2006 (Year to Date)	2007 Forecast
U.S.		
Real GDP	3.3%	2.5%
Interest Rates		
Short Government Rates	4.8%	4.8%
Long Government Rates	4.8%	4.7%
HAMPTON ROADS		
Real GDP	NA	2.2%
Civilian Employment	1.8%	1.5%
Unemployment Rate	3.6%	3.9%
Retail Sales	5.8%	5.6%
Auto and Truck Sales	-8.6%	-2.9%
Value of Single-Family Residential Building Permits	-14.6%	-4.5%
Hotel Revenues	0.5%	3.8%

Impact of Aging Hampton Roads Population

The Baby Boom generation's march into retirement highlights the fact that the United States' population is getting older. At the same time, birth rates in the U.S. are declining and with medical advances and health education, life expectancies for individuals born in the U.S. are rising, almost 80 years for those born in 2003.

As a result of the aging of the nation's population and the retirement of the Baby Boomers, employers across the country will soon begin to experience labor shortages. These shortages could persist for decades. The implications of labor shortages are slower economic growth, a possible increase in inflation, and greater difficulty in raising the nation's standard of living. Because the Hampton Roads' economy is not immune to national trends, the HRPDC examined how the region's aging population will impact the local economy.

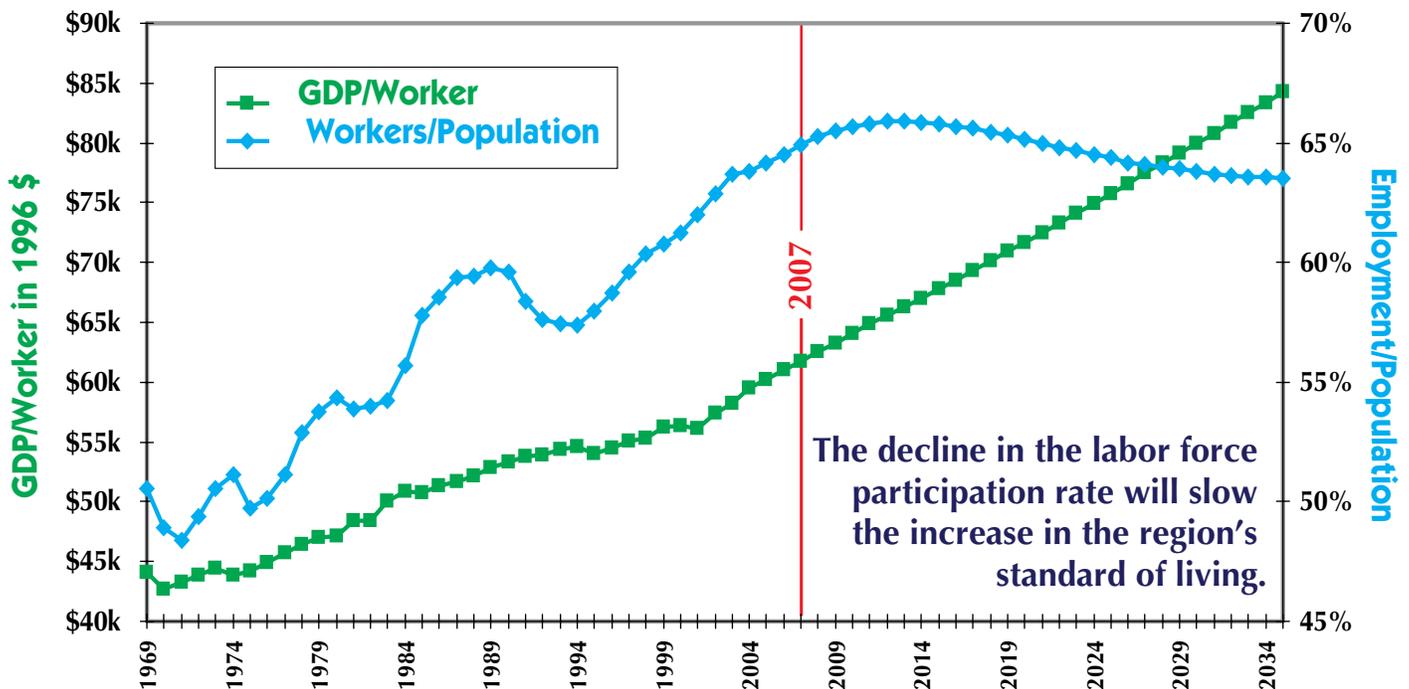
Much like the U.S., Hampton Roads' population 60 years and over will grow faster through 2025 than those below 60. In fact, the elderly population in Hampton Roads will grow faster than that of the U.S. as a whole. Like the

national figures, the region's growing elderly population will outpace births and lead to a deceleration in population growth for the region. Likewise, the region will also struggle to replace retiring workers, which will result in decelerating employment growth, and as a result, a deceleration in the rate of increase in the Gross Regional Product.

While there is no national plan for addressing the pending labor shortage, Hampton Roads' jurisdictions can enact policies to help moderate the impacts of the aging population. As listed below, regional leaders have several options through which they can mitigate the impact of the coming labor shortage.

- Promote the retention of older workers in the workforce.
- Increase labor force participation rates among minorities, the poor and high school dropouts.
- Expand workforce development efforts.
- Increase productivity.
- Encourage the in-migration of younger workers.

Factors Determining the Region's Standard of Living (GDP/Population)



Region Eligible for Urban Area Security Initiative (UASI) Funds

In January 2007, the Department of Homeland Security (DHS) designated the cities of Norfolk, Newport News, Chesapeake, Virginia Beach, and Hampton as a new UASI area. UASI Program funds address the unique planning, equipment, training, and exercise needs of high-threat, high-density Urban Areas, and assist them in building an enhanced and sustainable capacity to prevent, protect against, respond to, and recover from acts of terrorism. Instead of limiting the funds to those designated cities, the region's Chief Administrative Officers (CAOs) decided to adopt a regional structure and include all 16 HRPDC localities.

The Virginia Department of Emergency Management (VDEM) will be responsible for the administration of the FY07 UASI program at the state level. The HRPDC is responsible for administration of the FY07 grant process at the regional level. The grant process is competitive and funding is not a guarantee.

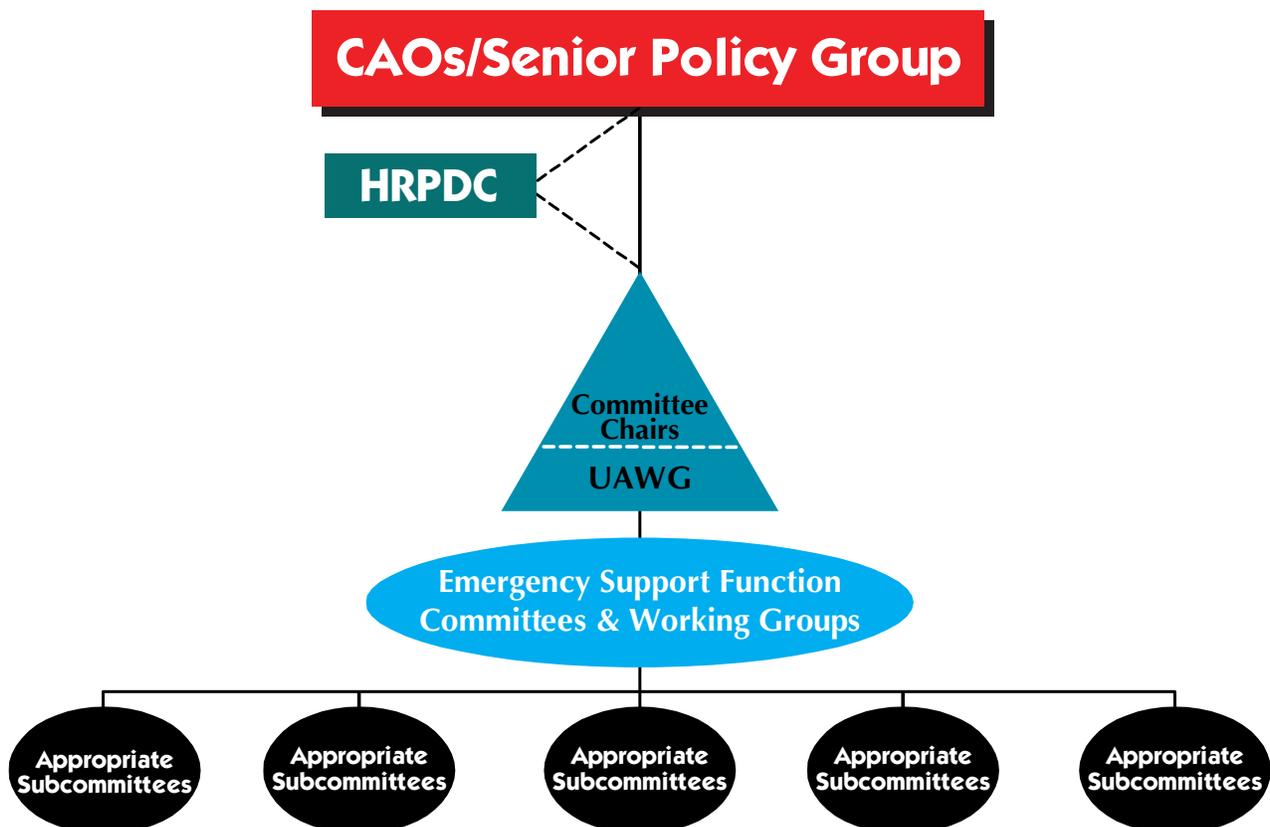
In order for the Virginia UASI area to be eligible for grant funds, it must design a governance structure that will be responsible for coordinating development and implementation of all program initiatives, in concert with VDEM. The cities named by DHS as part of the UASI must be included in this governance structure, however the required localities can then include those within a 10-mile

radius. In addition, the localities also have the ability to add other jurisdictions if those localities have been included in other partnerships and a working relationship already exists that would benefit the UASI. DHS does not have to approve an urban area that has included more jurisdictions.

The governance body, known as the Hampton Roads Urban Area Working Group (UAWG), must include local Hampton Roads Metropolitan Medical Response System and Citizen Corps Council representatives. Furthermore the governing body is expected to also include representatives from Hampton Roads Transit, the Virginia Port Authority, and other public transportation bodies as functional sub-committees to their organization.

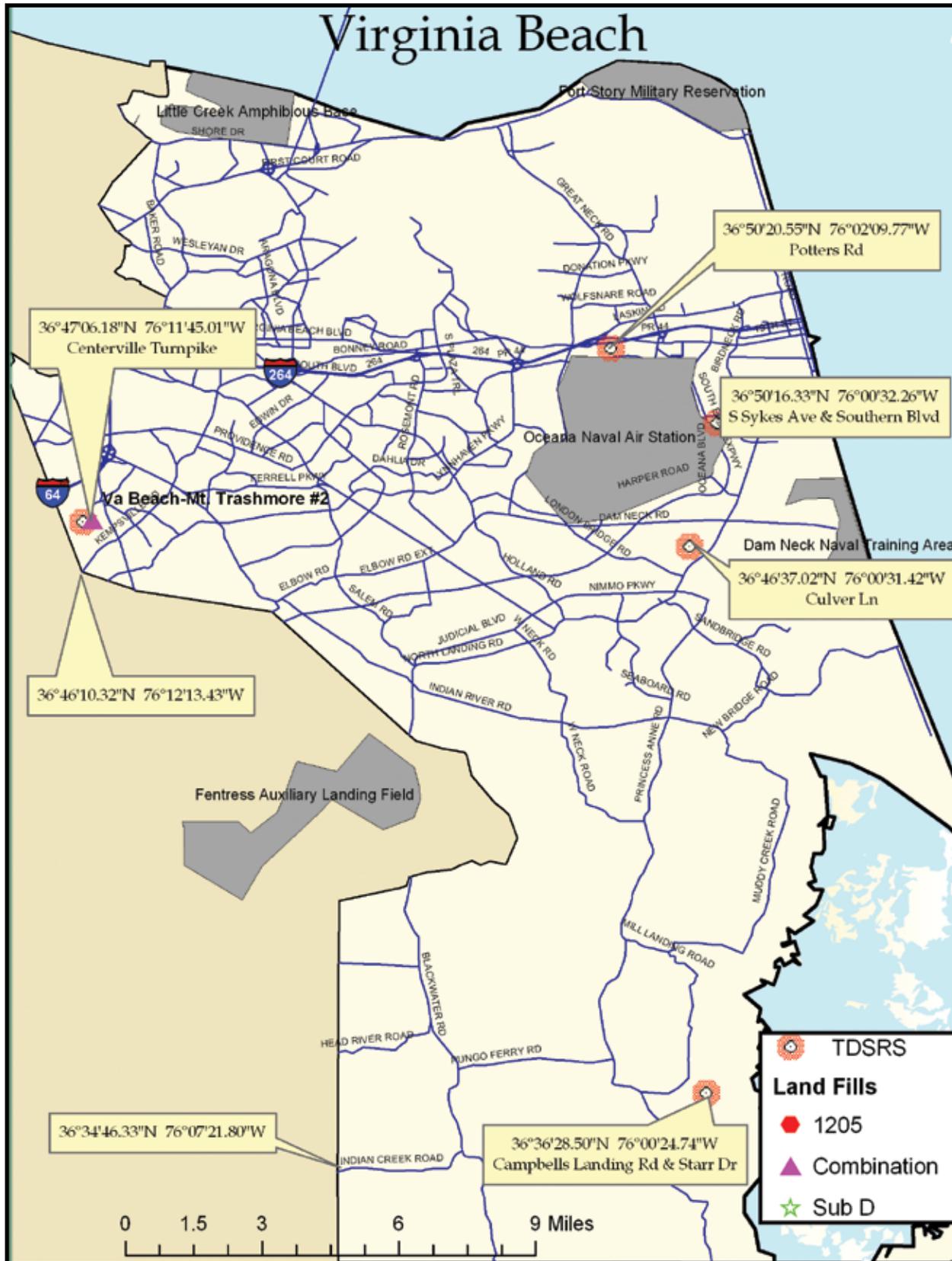
An organizational chart is shown below. At the CAO meeting on January 17, 2007, Bob Crouch, Assistant to the Governor for Commonwealth Preparedness, gave a presentation on the UASI grant process. The CAOs adopted a governance structure (UAWG) to approve the submission(s), including all of the HRPDC jurisdictions. There must be a nexus between the region's projects and state/federal priorities.

The UAWG must provide the State with an Urban Area Homeland Security Strategy by April. DHS is expected to make grant awards in early July. The UAWG begins work for fiscal year 2008 in August.



Debris Management Update

The first draft of the 2008 regional debris management contract is near completion. Current planning is the pre-identification and mapping of Temporary Debris Storage and Reduction Sites (TDSRS) within each jurisdiction that is an authorized user of the contract. These sites change as a result of commercial development and will be updated as needed. The following map template was agreed upon at the November 7, 2006, debris management meeting at HRPDC. The contract will enable Hampton Roads' jurisdictions to quickly begin debris removal following a natural disaster.



Emergency Management

Medical Special Needs Subcommittee Update

The Medical Special Needs Subcommittee submitted an investment justification for the Urban Area Security Initiative (UASI). The group is also working hard to locate sites for special needs shelters in the region. The group added additional members to the subcommittee from the Endependence Center and the Department of Social Services, and these new members have provided invaluable advice and information. At the January meeting, Anna McRay of Virginia Department of Emergency Management gave a presentation on the State's sheltering plan.

Homeland Security Stakeholders Meeting

The Virginia Department of Emergency Management (VDEM) and the Office of Commonwealth Preparedness (OCP) held a stakeholders meeting at the HRPDC in January. This group is the State's complementary group to the Urban Area Working Group (UAWG) associated with the Urban Area Security Initiative. There are several stakeholder groups within Virginia that help the state develop its security priorities.

Virginia Emergency Response Team Exercise (VERTEX) 07

The emergency management staff has been assisting the state in planning for the spring VERTEX exercise. The majority of Hampton Roads jurisdictions are planning on participating in the state exercise. This year's exercise will also include the National Capital Region and Virginia Commonwealth University. This will be the largest VERTEX conducted in recent years.

Planning for Healthcare Organization Emergency Preparedness Seminar (HOEPS) Underway

The Regional Emergency Management Technical Advisory Committee (REMTAC), Health Resource and Service Administration (HRSA), Tidewater Emergency Medical Services (TEMS), Peninsulas Emergency Medical Services (PEMS), and Hampton Roads Metropolitan Medical Response System (HRMMRS) will conduct its second annual Healthcare Organization Emergency Preparedness Seminar June 4th and 5th. Seminars will focus on preparing home healthcare, dialysis centers, nursing homes, assisted living, group homes, and rehab centers for disasters. Content areas include a legislative update, work force support, legal responsibilities, weather, insurance, transportation, and the role of hospitals. The purpose of the seminars is to help the staff of such agencies and organizations develop robust plans for taking care of their clients in the event of a disaster.

Mass Evacuation and Rail Evacuation Planning

The HRPDC is assisting the state in mass transit evacuation and rail evacuation planning. Currently, the region and the state are contemplating the best way to conduct a mass evacuation from Hampton Roads. One element under consideration is moving heavy equipment out of the region (fire trucks, ambulances, etc.) by rail before a potential disaster event, such as a hurricane. Following the event, the equipment would be brought back into the region to help with recovery efforts. The idea behind this approach is that moving the equipment beforehand would get it out of the storm's path and allow for a much quicker re-entry post storm.



The State of Transportation in Hampton Roads



UPDATE



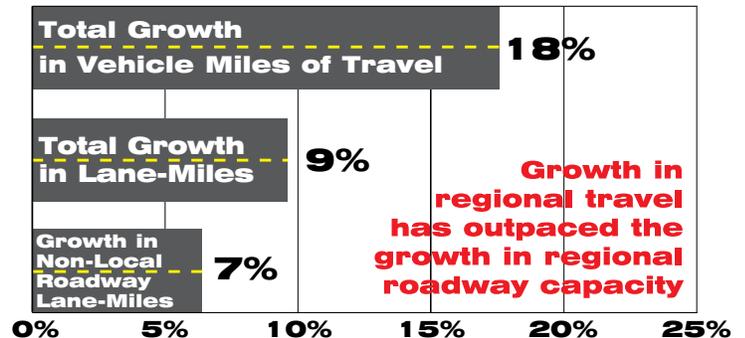
The HRPDC recently completed an update of the "State of Transportation in Hampton Roads." This report was first produced in 2004 as part of the Congestion Management Process update. It examines the Region's recent transportation data and historical trends, and compares Hampton Roads with similar metropolitan areas in the United States. Air travel, marine activity, rail traffic, roadway travel, transportation financing and funding, and the regional Intelligent Transportation System (ITS) are included to provide a more complete picture of transportation in Hampton Roads. Additionally, roadway travel is further distilled to include information regarding roadway usage, mobility, commuting data, safety, truck, and other transportation alternatives such as public transit, bicycling, and pedestrian facilities. Interesting facts from the update include:

- Over 2.4 million passengers boarded flights in Hampton Roads in 2005, a 41% increase from 2000.
- The Port of Virginia handled nearly 16 million General Cargo Tons in 2005.
- Passenger rail travel declined in 2005 with 130,000 passengers boarding Amtrak trains versus 151,000 in 2002.
- There were over 40 million vehicle-miles of travel (VMT) on the average day in Hampton Roads in 2005, up from 34 million per day in 1996. The growth in VMT in Hampton Roads was 18% between 1995-2005. This far outpaced regional population growth

(6%) and regional roadway capacity growth (9%) during the same period.

- In 2005, half of Hampton Roads' workers work outside the jurisdiction in which they reside, and nearly 83% of them drove alone to work.
- In 2003, Virginia ranked 43rd among the 50 states in Total Capital Outlays For Highways, Per Capita.
- The crash rate in Hampton Roads decreased 11% between 1996 and 2005, and the fatality rate decreased 21% during this same period.
- There are 376 miles of bicycle and pedestrian facilities throughout Hampton Roads.

Growth in VMT, Total Lane-Miles, & Non-Local Roadway Lane-Miles in HR, '96-'05



data does not include Virginia Inland Port tonnage
data source: Virginia Port Authority

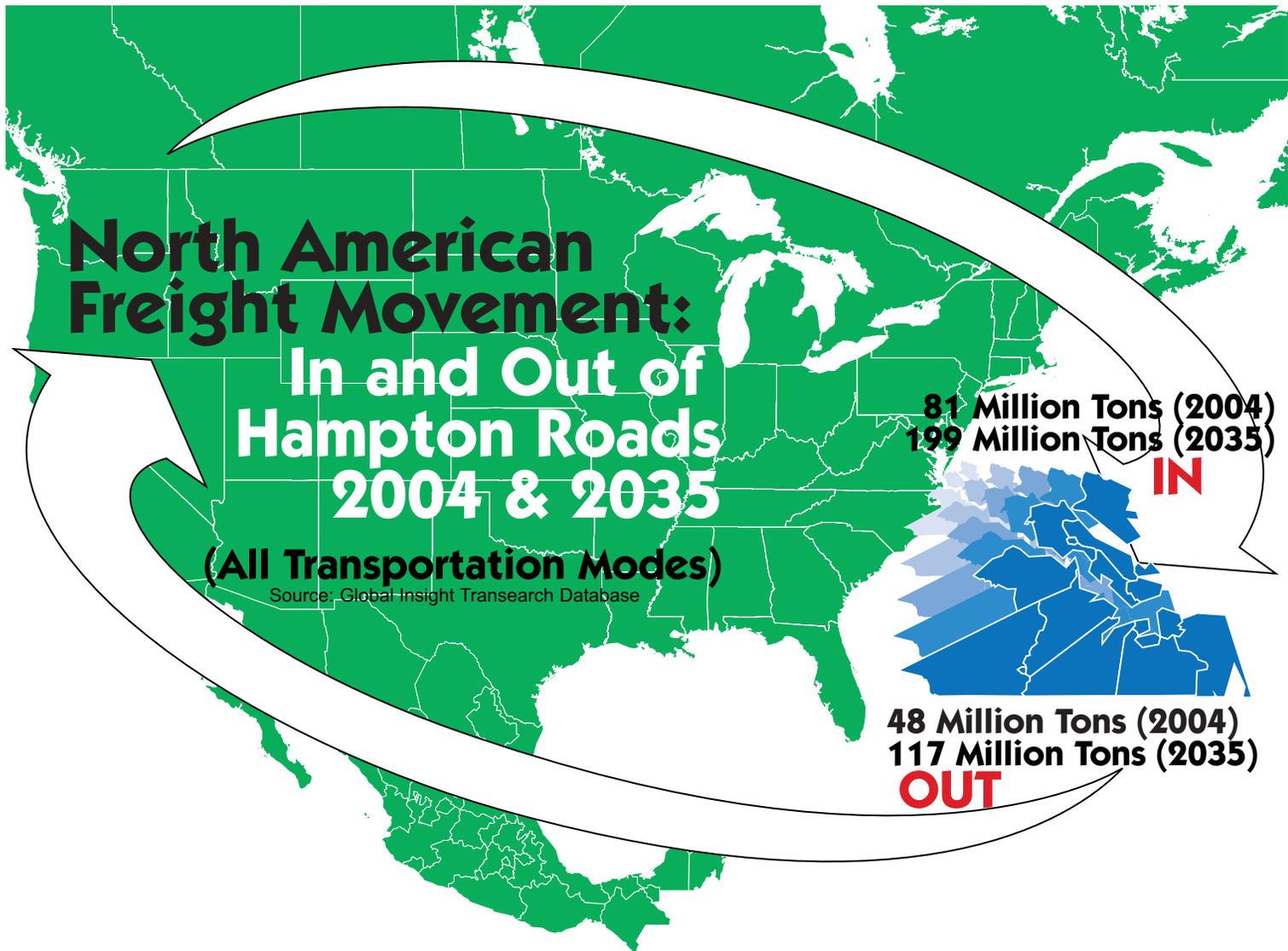
Hampton Roads North American Trade Expected to Increase

The HRPDC recently completed the Commodity Flow Data Analysis, the final component of a regional freight study for Hampton Roads. This task marked the conclusion of several years of work. Other completed tasks included a discussion of the freight challenges for Hampton Roads, statewide freight coordination, existing freight facilities, a review of freight industry terminology, a list of available public and private freight data sources, freight trends in international trade, a military freight analysis, and a truck movement analysis to identify the locations of freight bottlenecks within the region. The study is part of the Intermodal Management System (IMS) for Hampton Roads. The final report is expected to be released later this spring.

The commodity flow data analysis looks at North American freight movement into, out of, and within Hampton Roads

for all transportation modes using Global Insight's Transearch Database. The authors of this database combine freight shipment data and surveys from over 70 public, private, and commercial freight sources. This valuable information allows regions like Hampton Roads to determine where freight is moving today and into the future as well as their top trading partners. VDOT is currently using this data for its statewide freight study and has made the database available to the state's Metropolitan Planning Organizations (MPOs). The Hampton Roads MPO is currently the only MPO with in-house capability and experience to analyze the Transearch Database, however, VDOT is in the process of providing training to other regions.

Hampton Roads' trade within North America by tonnage is expected to increase about 150% over the next 30 years. Trade by dollar value is expected to increase about 310% over the



same time frame. Today, most of Hampton Roads' freight is moved by truck. By 2035, trucks will be moving about 2½ times the amount they are moving today. Hampton Roads rail trade is also expected to grow significantly by 2035, largely the result of the planned rail improvements along the Heartland Corridor to the Midwest. The Heartland Corridor rail project is expected to cut a day and a half (235 miles) off the existing trip between Chicago and Hampton Roads and allow double stack trains.

In 2004, the most recent figures available, Coal and Warehouse & Distribution Center Goods were the top Inbound and Outbound commodities in terms of tonnage. Warehouse & Distribution Center Goods and Transportation Equipment were the top Inbound and Outbound commodities in terms of dollar value.

The region's top five trading partners in 2004, by truck tonnage were: 1) Washington DC/Baltimore, 2) Richmond, 3) NY-NJ-Long Island, 4) Roanoke, and 5) Raleigh-Durham-Chapel Hill. By virtue of coal shipments, Lexington, Kentucky and Charleston, West Virginia were Hampton Roads' top two trading partners by rail tonnage. Richmond, Chicago, Louisville and Detroit rounded out the top six.



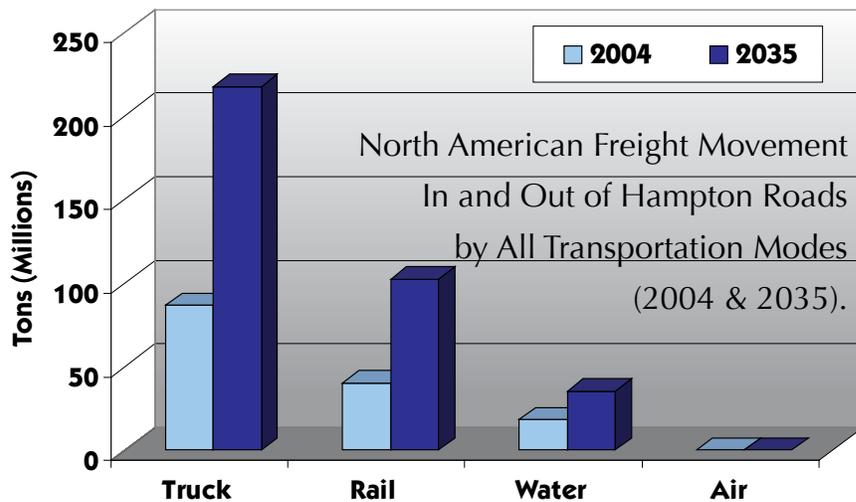
2030 Long Range Transportation Plan Approved Changes Possible

In January, the Hampton Roads Metropolitan Planning Organization (MPO) approved VDOT's air quality conformity analysis of the region's 2030 Long Range Transportation Plan. The plan passed air quality conformity and VDOT submitted the conformity analysis to the Federal Highway Administration (FHWA) for review on February 20th. FHWA's approval of the conformity analysis is necessary for the region to receive Federal transportation funds.

Due to a lack of funding, the 2030 Plan does not include several of the toll projects endorsed by the MPO in 2005. Those projects not included are:

- The Third Crossing,
- The Southeastern Parkway,
- U.S. 460, and
- I-64 on the Southside (from I-464/Rte-168 to I-264 at Bowers Hill).

In February, the General Assembly approved a transportation funding plan providing almost \$200 million per year to Hampton Roads for the MPO toll projects, and sent it to Governor Kaine for his signature. Should Governor Kaine approve the funding plan, the above four projects could be added to the Plan. As this newsletter goes to press, the outcome is unknown. To review the current 2030 Long Range Transportation Plan, visit the HRPDC website (www.hrpd.org).



Data Source: Global Insight Transearch Database

Hampton Roads Regional Travel Time: Analysis

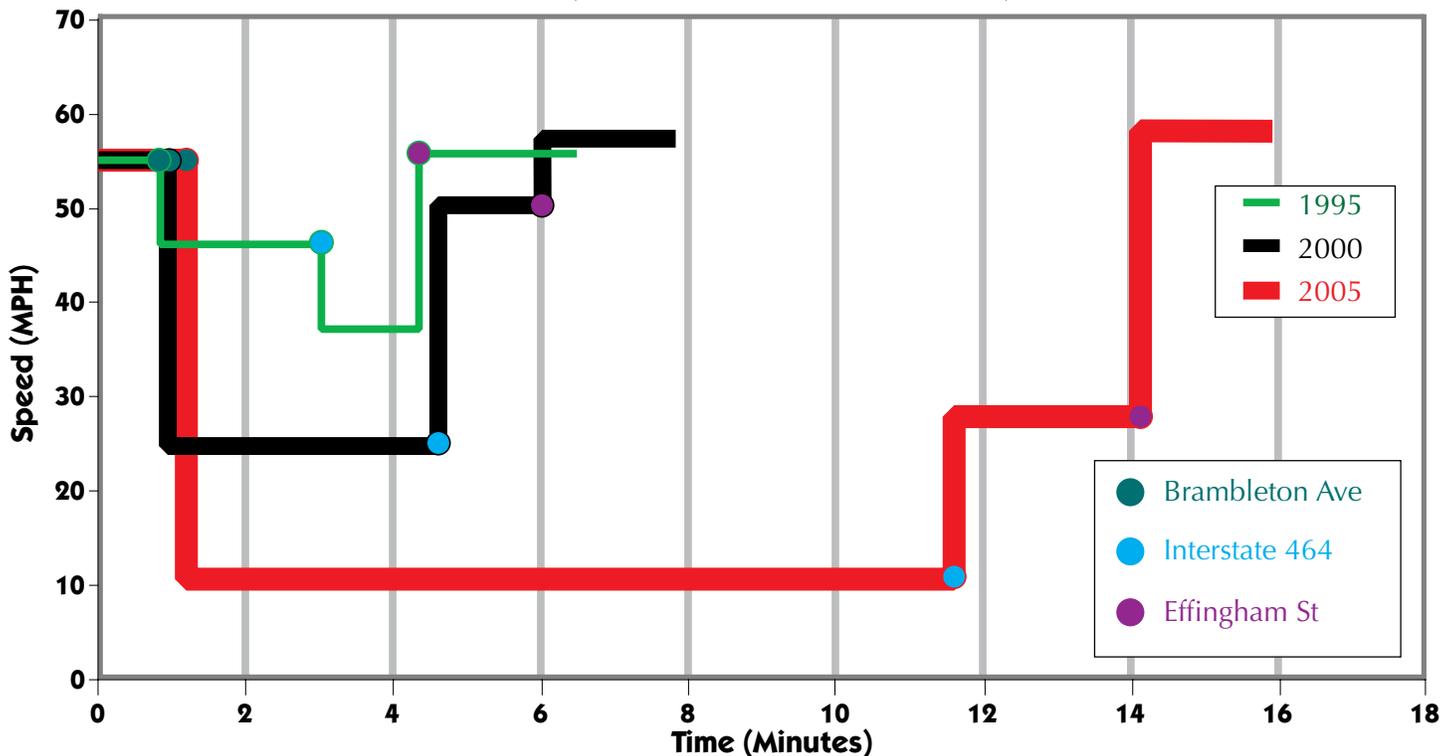
A comprehensive travel time study has been conducted in the region by the HRPDC on a regular basis since 1986. The latest update to the study series, "Hampton Roads Regional Travel Time: Analysis" released in March of this year, provides a "snapshot" of travel time and speed conditions on over 1,400 miles of roadway in the region. The study used Global Positioning System (GPS) technology to collect travel time data in the field and Geographic Information System (GIS) technology to process the data and aid in the analysis. Data collection for the latest study took place from January to December 2005.

Another report "Hampton Roads Travel Time: Trip Profile Summaries" was released in June 2006 and included travel time summary tables for 339 run segments in a user-friendly, web browser-based format. The Analysis report includes information on how the study was performed, travel time contour maps for fourteen selected sites in the region, speed profiles for road segments including the regions four tunnels, and other analyses. Both reports can be found on the HRPDC website, www.hrpdc.org.

The speed profiles included in the study provide an interesting perspective on traffic conditions in the vicinity of the region's tunnel facilities. In this example, the average traffic speed during the afternoon peak hour is plotted against the time it took to traverse the roadway segment. It is easy to determine from the speed profile the portion of the overall travel time that was spent traveling at slow, congested speeds. Speed profiles like this one help to visualize the effects of traffic congestion and identify problem locations along the thoroughfare system.

Below is an illustration of the speed profile data of the Downtown Tunnel corridor from Ballentine Boulevard to Frederick Boulevard. In 1995, travelers spent under 7 minutes traveling the 5-mile segment, however, 30% of the section's trip time was spent moving at 38 mph. That same trip in 2000 required 8 minutes, and 44% of the trip time was spent traveling at the speed of 25 mph. By 2005, travel time for the segment had increased to 16 minutes and drivers spent nearly 70% of their time going 8.6 mph.

Speed Profile for Interstate 264: Downtown Tunnel (Ballentine Blvd. to Frederick Blvd.)



BRAKELIGHTS: Updated Traffic Counts Available

The latest traffic counts for 2006 can be found at the HRPDC website (www.hrpdc.org). The HRPDC recently published "The Average Daily Traffic Volumes for Major Roadways In Hampton Roads, 2001-2006," which updates daily traffic volumes for the segments of the region's roadway network. The document lists the roadways alphabetically by jurisdiction. When available, the document also supplies traffic volume information for the entire 2001-2006 period, providing a recent record of traffic volume changes for particular segments. The traffic volumes are compiled from a number of different sources including: VDOT, which collects traffic volume data for most regional locations every three years, and at over 40 regional locations continuously throughout the year, various cities and counties, consultants, and individual facilities such as the Chesapeake Expressway and Chesapeake Bay Bridge-Tunnel.

Juris Name	Facility Name	Segment From	Segment To		2001 Daily Volume	2002 Daily Volume	2003 Daily Volume	2004 Daily Volume	2005 Daily Volume	2006 Daily Volume
<i>Ches</i>	George Washington Hwy	North Carolina State Line	Dominion Blvd		8,766	9,131	9,885	10,753	11,052	12,525
<i>NN</i>	I-64	Oyster Point Rd	J C Morris Blvd	EB	60,857	62,008	61,554	58,863	63,752	68,336
<i>NN</i>				WB	59,404	60,752	62,061	62,994	63,848	67,129
<i>Suf</i>	I-664/ MMBT	College Dr	Newport News CI	SB	24,088	25,497	25,936	27,065	27,346	28,436
<i>Suf</i>				NB	25,437	26,508	26,408	27,237	28,212	28,669
<i>VB</i>	Va Beach Blvd	Constitution Dr	Rosemont Rd		50,669	50,088	49,607		51,954	53,782

Oyster Point Traffic Management Study Underway

At the request of the city of Newport News, the HRPDC recently began work on a traffic management study for the Oyster Point/City Center area of the city. The goal of the study is to provide efficient traffic movement and allowing additional development without deteriorating the Level of Service (LOS) on surrounding arterial streets. The study will be carried out in two parts with part one being completed in June of this year and the whole study completed sometime in 2008.

During the first part of the study, the HRPDC will examine the study area, looking for problems with traffic flow. Transportation staff will analyze and document existing conditions, their causes and locations. The extent of any

issues or problems will be compared with existing plans to see if such plans help or hinder traffic movement. Additionally, new data are being collected in the study area, including travel times, travel speeds, and intersection turning movement counts. The study will include an LOS analysis at major intersections on arterial streets for today and 2026, with and without Middle Ground Boulevard.

Part Two of this study will analyze the conditions identified in Part One, and address any problems using solutions such as physical improvements, efficient street layout, improved public transit, efficient use of street capacity, encouragement of mixed-use development and sidewalks to encourage walking, and traffic management techniques and strategies.



Watershed Modeling in Hampton Roads

The Hampton Roads Planning District Commission (HRPDC) has completed a study of watershed modeling tools and the applicability of these tools in Hampton Roads for watershed characterization and evaluation of management alternatives. A final report titled "Watershed Modeling in Hampton Roads" documents the exploration of the tools, techniques and structure needed to establish a regional watershed modeling program in Hampton Roads. A combination of literature review and experimentation with various modeling tools was used to develop a set of recommendations on a regional program. The report outlines the potential applications for a watershed modeling program in Hampton Roads, provides an overview of the structure and components of a generic watershed modeling program, and

uses two sub-watersheds in Virginia Beach to test the utility of two modeling tools.

These two tools, PLOAD and BMP/LID DSS, were applied to sub-watersheds in Hampton Roads to evaluate their utility in analyzing pollutant loads and watershed management options. PLOAD is a valuable screening tool for the estimation of pollutant loads. The BMP/LID DSS provides the opportunity to compare the cost and effectiveness of specific best management practices, including low impact development practices. These tools, applied in conjunction with Hydrological Simulation Program-Fortran (HSPF), will provide a broad range of analytic capability to evaluate management options.

Physical Planning

2007 Virginia GIS Conference

Plans are in full swing for the 2007 Virginia GIS Conference, sponsored by the Virginia Association of Planning District Commissions and hosted by the HRPDC. The conference is being held on September 24-25, 2007, at the Virginia Beach Convention Center. For the first time, attendees of the conference can register online! Registration opened on April 2, 2007, and discounts are being offered to students and individuals who present papers at the conference.

The Virginia GIS Conference will be accepting abstract submissions for presentations until April 27, 2007. The theme this year is "Collaborate and Innovate! Sharing the Wealth with GIS." The selection committee welcomes presentations that discuss collaborative GIS projects or methods and tools used to facilitate collaboration. However, all abstracts are welcome.

2007 Virginia GIS Conference - Virginia Beach, Virginia
http://www.hrpdc.org/VAGIS2007/Default.aspx

Virginia GIS Conference 2007

We invite you to join us for the ...
18th Annual Virginia GIS Conference
*Collaborate and Innovate!
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September 24 - 25, 2007
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Announcements
Call for Papers Now Open!
Abstracts due April 27, 2007
Sponsorship & Exhibitor Booth Reservations Now Open!
Update your information in the conference mailing list

To register for the conference or to submit an abstract, visit <http://www.hrpdc.org/VAGIS2007>.

Stormwater – Phase II Reports Completed

The HRPDC recently assisted the cities of Suffolk, Poquoson, and Williamsburg and the counties of Isle of Wight, James City, and York in completing their Year Four Stormwater Annual Reports, which were submitted to the Virginia Department of Conservation and Recreation (DCR) in March 2007. As municipalities that own small municipal separate storm sewer systems that are located in “urbanized areas”, these Hampton Roads localities are required to have stormwater permit coverage under a general stormwater permit. The completion of an annual report is one of the requirements of permit coverage.

Each of the Year Four Stormwater Annual Reports describes the initiatives and best management practices that have been performed by the locality

and the regional stormwater education program, HR STORM, from January 2005 to December 2006 to meet the six minimum control measures specified in the stormwater Phase II regulations.

The six minimum control measures include the following:

1. Public Education and Outreach on Stormwater Impacts
2. Public Involvement/Participation
3. Illicit Discharge Detection and Elimination (IDDE)
4. Construction Site Stormwater Runoff Control
5. Post-Construction Stormwater Management in New Development and Redevelopment.
6. Pollution Prevention/ Good Housekeeping for Municipal Operations

In addition to describing each of these best management practices, the stormwater reports also include a list of the activities planned for the next permit year.

Current permit coverage for Suffolk, Poquoson, Williamsburg, Isle of Wight, James City, and York will expire in December 2007. Each of these six Phase II localities will be reapplying for permit coverage in September 2007. Efforts are underway to make sure that the permit and permit requirements remain consistent and include cost effective solutions to reduce pollutants from stormwater.



Remember...

*There are a number of ways to save water,
and they all start with you*

HR WET Update

The Hampton Roads Water Efficiency Team (HR WET) is distributing some new water conservation gear this year, including new "Water Use It Wisely" reminder magnets and post-it notes, and dry erase boards that feature several water conservation tips.

Stop by the HR WET education trailer at the following events for these and other water saving devices and ideas. More Hampton Roads' events will be added throughout the season. You can keep up-to-date on the latest at: www.hrwet.org.

Event	Date	Location
Virginia Beach 2007 History Fest	Apr. 28	Oceanfront, Virginia Beach
Earth Day 12 pm-5 pm	May 6	Mt. Trashmore Park, Virginia Beach
Chesapeake Jubilee	May	Chesapeake City Park
Hampton Bay Days	Sept.	Downtown Hampton (Near Carousel)

Drinking Water Week Scheduled for May 6-12, 2007

The importance of water is too often overlooked. Public water supplies provide public health protection, fire protection, support for the economy, and an overall quality of life we enjoy. Each year, Drinking Water Week is a wonderful opportunity to celebrate these benefits and the overall "Wonder of Water." This year Drinking Water Week will occur from May 6-12.

The Directors of Utilities Committee, a committee composed of Directors of Utilities in localities within the Hampton Roads region and coordinated by the HRPDC, has decided to celebrate Drinking Water Week by promoting the value and quality of tap water. Information can be found online at: <http://www.hrwet.org/Features/AWWA/AWWA.shtml>.



WATER-SAVING DEVICE #17
Collect the water you use for rinsing produce and reuse it to water houseplants.



WATER-SAVING DEVICE #23
Time your shower to keep it under 5 minutes. You'll save up to 1000 gallons a month.



WATER-SAVING DEVICE #28
Put food coloring in your toilet tank. If it seeps into the toilet bowl, you have a leak. It's easy to fix, and you can save more than 600 gallons a month.



WATER-SAVING DEVICE #37
Grab a wrench and fix that leaky faucet. It's simple, inexpensive, and can save up to 140 gallons a week.

“Save the Crabs... Then Eat ‘Em.”

HR STORM, the regional stormwater education subcommittee coordinated by the HRPDC, is helping bring the *Chesapeake Club* media campaign to the Hampton Roads region! The *Chesapeake Club* campaign includes television commercials, print ads, surveys, and “how-to” guides to promote the awareness of the negative impact lawn fertilizers have on the quality of water in the Chesapeake Bay and the aquatic life living within it.

The *Chesapeake Club* campaign provides a humorous twist to the traditional urban nutrient management campaign with taglines such as “Save the Crabs... Then Eat ‘Em”, “Protect the Crab Cake Population” and “The Lunch You Save May Be Your Own”.

The *Chesapeake Club* media campaign will run during a six to eight week period in March and April of this year thanks to the HRPDC partnership with the Chesapeake Bay Program (CBP) and the Virginia Department of Conservation and Recreation (DCR).

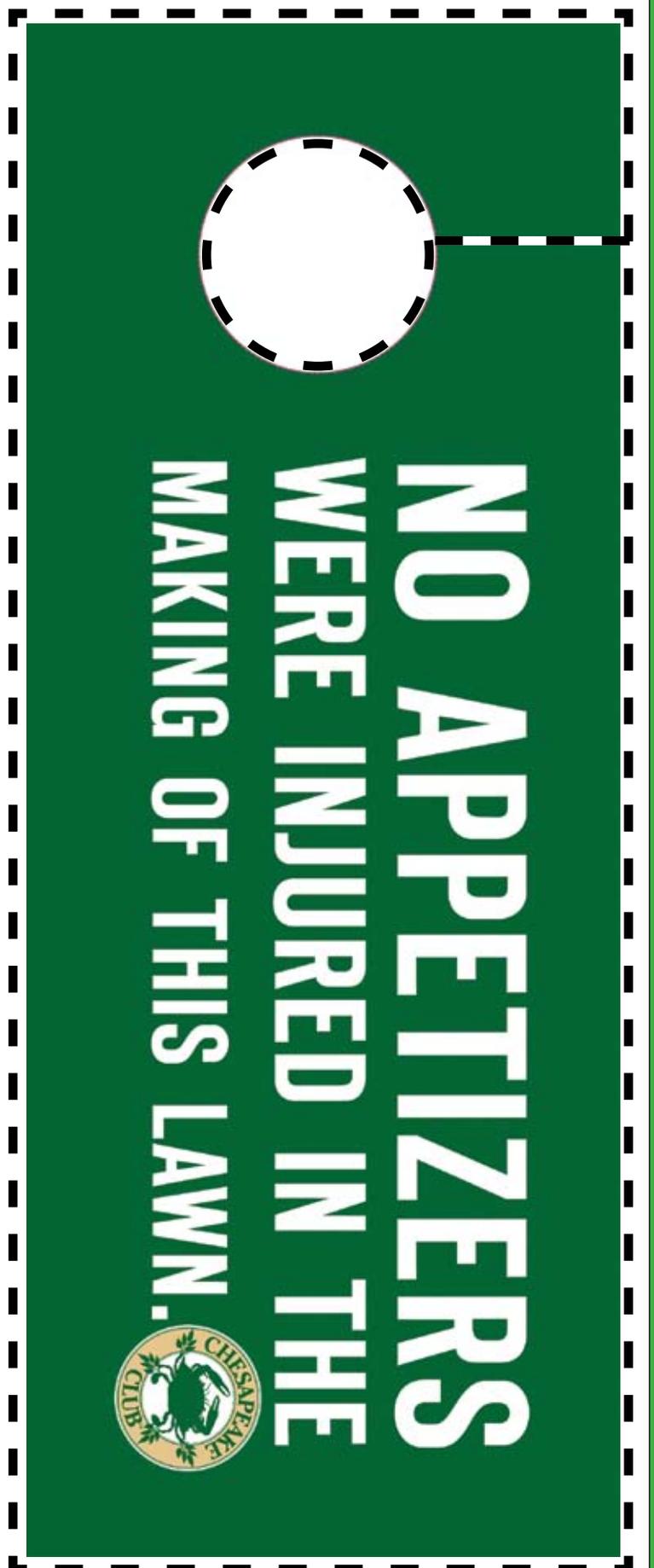
HR STORM committee members have been busy contacting local seafood restaurants and local lawn care service providers to enlist their participation in the *Chesapeake Club* campaign. Restaurants are asked to display coasters, wear tee shirts, and showcase other promotional items that present the *Chesapeake Club* message. Lawn care service providers are asked to provide the *Chesapeake Club* standard of lawn care.

Additional information about the *Chesapeake Club* and its campaign is available at:

www.chesapeakeclub.org

and through the HR STORM website at:

www.hrstorm.org.



Cut along dotted line for your own “Chesapeake Club” door hanger!
(Adult supervision required.)



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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Deputy Executive Director Transportation

JOHN W. WHALEY
Deputy Executive Director Economics

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

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

Editor: Joe Turner; Graphic Designer: Brian Miller.

Cover photo: Re-creations of the Susan Constant, Godspeed and Discovery, the three ships that sailed from England to Virginia in 1607, at Jamestown Settlement. Photo courtesy of the Jamestown-Yorktown Foundation.

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Apr 18 10:30 a.m. HRPDC Quarterly Commission/
Metropolitan Planning Organization

held at: The Regional Board Room

May 16 10:30 a.m. HRPDC Executive Committee/
Metropolitan Planning Organization

held at: The Regional Board Room

Jun 20 10:30 a.m. HRPDC Executive Committee/
Metropolitan Planning Organization

held at: The Regional Board Room

MEETING CALENDAR

HRPDC
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