

## **AGENDA NOTE – HRPDC EXECUTIVE COMMITTEE MEETING**

### **ITEM #13: FOR YOUR INFORMATION**

#### **A. Hampton Roads Sustainable Living Expo**

On September 28 and 29, 2012, the City of Virginia Beach is organizing and hosting the Hampton Roads Sustainable Living Expo. The goal of the Expo is to begin an honest dialogue on what it means to be sustainable, focusing on a balance among social, economic and environmental issues, in the Hampton Roads Region.

Attached for your information is a flyer about the event, including the September 28, 2012 business luncheon. More information can be obtained from the Expo website <http://www.hrsustainablelivingexpo.com>

Attachment 13-A

#### **B. Molding & Simulation Conference**

On September 25-26, 2012, the Virginia Modeling, Analysis and Simulation Center is hosting a Modeling and Simulation Multi-disciplinary Conference. The goal of the Conference is to allow attendees to exchange modeling and simulation knowledge, research and technology across industry, government and academia.

Attached for your information is a flyer about the event. More information can be obtained from the Conference website <http://www.trainingsystems.org/events>

Attachment 13-B

#### **C. Virginia's Urban Crescent**

Recognizing the crisis Virginia faces as it related to transportation, 56 localities that comprise the Urban Crescent of Virginia have organized to work together to effectively influence the General Assembly to address the Commonwealth's well documented transportation needs. In an effort to convey the necessity for additional funding to address transportation Infrastructure needs throughout the Commonwealth, an examination of congestion costs of 'Do nothing' approach as well as revenue generation capabilities of the Urban Crescent has been prepared and transmitted.

Attached is an analysis of the "Congestion Costs of a 'Do Nothing' Approach in "Virginia's Urban Crescent" and a summary of the "Revenue Generation Capabilities" of various revenue sources, prepared by the HRPDC staff in support of the Urban Crescent Mayors and Chairs.

Attachment 13-C

# Hampton Roads Sustainable Living Expo



**What:** A regional two-day event designed to engage the greater Hampton Roads community in exploring the balance between social, economic and environmental responsibility. The goal of the Hampton Roads Sustainable Living Expo is to begin an honest dialogue on what it means to be sustainable in the Hampton Roads Region. There are already many local, public and private community leaders in our area addressing sustainability. These organizations are quietly moving towards a sustainable model, while many other organizations are looking for a way to begin.

**When:** September 28-29, 2012

**Where:** Virginia Beach Convention Center

**Who:** Hampton Roads Residents, Businesses, Private Organizations, Local Governments

**Highlights:**

**Friday September 28 11:30 am – 1:25 pm**  
**Business Luncheon with Nationally Recognized Speaker**

*(\$25.00 registration fee waived for City Manager/County Administrator AND Mayor/Board of Supervisors Chair)*

**Saturday September 29 10:00 am – 4:00 pm**

**Shuttle bus from Newtown Light Rail Station to Convention Center**

**Outside Events (E-Cycle, Shred-It, Alternative Fueled Vehicles)**

**Inside Events (vendors, displays, talks, films, presentations)**

*(Highlight your local sustainable activities and initiatives!)*

**19<sup>th</sup> Street eastbound to Boardwalk (rickshaws, vendors, entertainment, Neptune Festival activities)**



## Hampton Roads Sustainable Living Expo Web Links:

- **Website**  
<http://www.hrsustainablelivingexpo.com>
  
- **Brochure**  
<http://content.yudu.com/Library/A1x5zy/2012HamptonRoadsSust/resources/index.htm?referrerUrl=http%3A%2F%2Ffree.yudu.com%2Fitem%2Fdetails%2F539039%2F2012-Hampton-Roads-Sustainable-Living-Expo-Brochure>
  
- **Sponsorship & Exhibitor Opportunities**  
<http://content.yudu.com/Library/A1x6i5/2012HamptonRoadsSust/resources/index.htm?referrerUrl=http%3A%2F%2Ffree.yudu.com%2Fitem%2Fdetails%2F539541%2F2012-Hampton-Roads-Sustainable-Living-Expo-----Sponsorship---Exhibitor-Opportunities>
  
- **HRPDC Newsletter**  
<http://www.hrpdcva.gov/HamptonRoadsReview/post/2012-Hampton-Roads-Sustainable-Living-Expo.aspx>
  
- **HRPDC Blog - askHRgreen.org**  
<http://askhrgreen.org/hampton-roads-sustainable-living-expo/>
  
- **HR Partnership Blog**  
<http://smartregion.org/2012/06/hampton-roads-sustainable-living-expo/>

# Modeling and Simulation (M&S) Multi-Con

Growing M&S Capabilities through Collaboration

SEPTEMBER 25-26-27, 2012

The Virginia Modeling, Analysis and Simulation Center  
1030 University Blvd., Suffolk, VA 23435

25 SEPTEMBER

## ► MODSIM WORLD Interim Event

MODSIM 2012 is a unique multi-disciplinary international conference for the exchange of modeling and simulation knowledge, research and technology across industry, government and academia. The 2012 event is a one-day event bridging the fall 2011 MODSIM event to its new timeslot in the spring of 2013. Focus areas for both the 2012 and 2013 MODSIM events will be Transportation, Medical/Healthcare, Education/Workforce Development, Manufacturing, and Defense/Cyberwarfare.

26 SEPTEMBER

## ► National Modeling and Simulation Coalition (NMSC) Business Meeting

Members of the Coalition will discuss and adopt a Coalition Policy and Guidance and elect the incoming Board of Governors. Additionally, the five standing committees will meet to finalize their detailed action plan to report to the Coalition at this meeting. The standing committees are: Technology, Research and Development; Education and Professional Development; Industrial Development; Business Practice; Communications/Outreach and Public Awareness. All are welcome to attend to share their thoughts on these plans and initiatives; members of the Coalition will be voting.

27 SEPTEMBER

## ► Enabling Training Technologies for JF2020

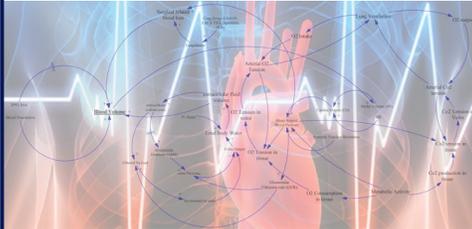
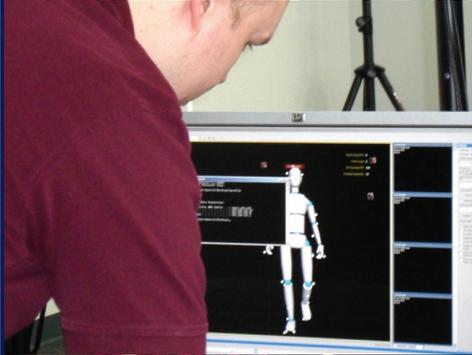
Moving the Training Environment into Cloud Computing

As our forces move towards their post-OEF posture, the joint training environment must be compelling and engaging. The Joint Staff J7, Joint and Coalition Warfighting will hold conversations to help identify what Cloud technologies/techniques are available to assist in delivering to multiple (currently 51) worldwide locations. Innovators in development and exploitation of Cloud technology will be invited to present research and lead discussions on commercial standards, security issues, and replicating operational environments. The workshop seeks to examine enabling technologies in the areas of (1) web-based services, (2) security, and (3) emerging technologies and frameworks, to provide an agile training and exercise environment that reflects the complexities and uncertainty of the operating environment and challenges the JF 2020 warfighter.

27 SEPTEMBER

## ► ODU VMASC Technology Review and Open House

The Virginia Modeling, Analysis and Simulation Center (VMASC) will open its doors to the community to build relationships and foster increased awareness of the wealth of M&S research and development taking place in Hampton Roads. VMASC will demonstrate modeling and simulation applications in medical and healthcare, defense and regional security, economic development planning and more. A full day of presentations, demonstrations and networking opportunities is planned.



Multiple organizations will come together on the campus of VMASC to present a series of events to inform and update the M&S community on respective plans, preparations and opportunities.

### Map of VMASC

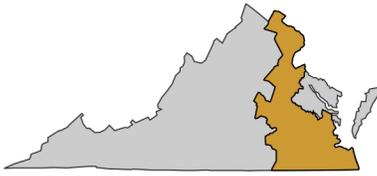
<http://mapq.st/HW1YVH>

### Details and Registration:

<http://www.trainingsystems.org/events>

### Sponsorship Opportunities:

[ddyson@ndia.org](mailto:ddyson@ndia.org)



# Virginia's Urban Crescent

September 4, 2012

## Congestion Costs of a 'Do Nothing' Approach in Virginia's Urban Crescent

Increasing demands on transportation infrastructure coupled with an evaporating revenue stream for new construction put the future of the Commonwealth's economy at risk. Virginia recently lost its top ranking in the *CNBC Best State for Business* survey due primarily to inadequate transportation infrastructure.

When analyzing the impact of congestion, it is clear that there are multiple costs that accrue to a geographic area due to a lack of transportation infrastructure. Measuring the impact of these congestion costs can be broken down into two subgroups:

- Systems and users (travel times costs and gasoline/diesel usage)
- Business and resident location (labor mobility, land values, and business investment)

Most studies which estimate the cost of congestion focus simply on the impacts on systems and users, paying specific attention to the value of time lost in traffic and excess motor fuel burned during delays.

Employing analysis conducted by the *Texas Transportation Institute* for the three metropolitan areas for which there is data, the analysis reveals that the total congestion cost over the 28-year period from 2013 to 2040 will cost commuters and businesses in the Urban Crescent approximately **\$77 billion**, resulting from **5.6 billion hours of delay**.

2013-2040 Total Congestion Costs		
PDC	Total Hours Delay	Net Present Value
Crater	NA	NA
George Washington	NA	NA
Hampton Roads	1.3 billion	\$17.1 billion
Northern Virginia	3.7 billion	\$52.7 billion
Richmond Regional	0.6 billion	\$7.2 billion
<b>Total</b>	<b>5.6 billion*</b>	<b>\$77 billion*</b>

2010 Cost Per Person		
PDC	Congestion Cost	Total Hours Delay
Crater	NA	NA
George Washington	NA	NA
Hampton Roads	\$446.8	23.6
Northern Virginia	\$848.5	41.6
Richmond Regional	\$270.9	14.3

NA – the data is not provided for these areas by the Texas Transportation Institute.

\*This figure does not include the Crater and George Washington planning district commissions, which represent an estimated 507,000 residents and 240,000 jobs.

This conservative analysis understates future costs in several important ways. Most importantly, this analysis does not account for the impact on land values or business location decisions. Also, this analysis assumes that congestion will increase at a constant rate per person, while evidence suggests that congestion costs increase exponentially for systems that have exceeded capacity. Forecasters also expect both the value of time and the cost of fuel will increase in real terms, while this analysis uses the 2010 prices for both time and fuel.

### Methodology

*Texas Transportation Institute* produces data on the cost of congestion in the 101 largest MSAs in the United States. This analysis employs the cost estimates for Richmond, Hampton Roads, and the Virginia portion of the Washington, DC region. Using *Woods and Poole* population projections for Virginia cities and counties and the cost of congestion per person in these regions, the cost of congestion for each year from 2013 to 2040 can be estimated (in 2010 \$s). Using a discount rate based on the current 30-year US Treasury yield of 2.52% allows for a final estimate of the Net Present Value of costs resulting from a 'Do Nothing' approach for each region and the Urban Crescent as a geographic unit.



# Virginia's Urban Crescent

September 4, 2012

## Revenue Generation Capabilities

The following table is a summary of the revenue generated from a variety of taxes and fees, some of which were included in HB 3202 (2007).

Revenue Source	(\$ millions)						
	Crater	George Washington	Hampton Roads	Northern Virginia	Richmond Regional	Urban Crescent	Statewide
Local income tax of 1% <sup>1</sup>	\$19.8	\$63.8	\$251.2	\$735.1	\$202.7	\$1,272.6	\$1,639.5
Local sales tax of 1% (levied according to existing local option) <sup>2</sup>	\$18.7	\$38.8	\$194.8	\$358.2	\$147.3	\$757.8	\$1,027.9
Tax increase of 10¢-per-gallon on motor vehicle fuels <sup>3</sup>	\$8.7	\$16.6	\$83.6	\$114.1	\$50.7	\$273.7	\$404.8
Property tax of 1¢ per \$100 of assessed value <sup>4</sup>	\$1.3	\$3.5	\$17.3	\$37.7	\$10.9	\$70.7	\$97.1
*5% tax on automobile repairs <sup>5</sup>	\$2.7	\$5.2	\$25.9	\$35.3	\$15.7	\$84.8	\$125.4
*Grantors tax of 40¢ per \$100 of assessed value <sup>6</sup>	\$0.8	\$4.1	\$15.2	\$46.2	\$10.4	\$76.7	\$95.1
*Motor vehicle rental tax of 2% <sup>7</sup>	\$0.2	\$0.4	\$3.7	\$8.6	\$2.5	\$15.4	\$16.7
*One-time vehicle registration fee of 1% <sup>8</sup>	\$3.3	\$8.4	\$35.1	\$60.6	\$21.4	\$128.8	\$182.6
*Annual registration/inspection fee of \$10 per vehicle <sup>9</sup>	\$1.7	\$3.3	\$14.7	\$18.4	\$9.7	\$47.9	\$76.4
*2% retail tax on motor fuel sales <sup>10</sup>	\$6.0	\$11.4	\$57.3	\$78.1	\$34.7	\$187.5	\$227.1

\*Denotes revenue streams included in HB 3202.

<sup>1</sup>Income tax revenue based on data from taxable year 2009. Source: Department of Taxation.

<sup>2</sup>Sales tax revenue based on 1% local option data for 2011. Source: Department of Taxation.

<sup>3</sup>Fuel usage based on per capita fuel consumption estimates of 500 gallons per year. Sources: US Energy Information Administration and the Weldon Cooper Center.

<sup>4</sup>Property values based on the fair market value of real estate for tax year 2010. Source: Department of Taxation.

<sup>5</sup>Automobile repair expenditure estimates based on the Consumer Expenditure Survey Data for Households. Sources: Bureau of Labor Statistics, US Census Bureau, and the Weldon Cooper Center.

<sup>6</sup>Grantor's Tax based on deeds of conveyance for FY 2012. Source: Virginia Department of Accounts.

<sup>7</sup>Vehicle rentals based on rental tax receipts from July 2011 through June 2012. Source: Department of Motor Vehicles.

<sup>8</sup>Vehicle registration revenues on motor vehicles sales/use tax collections from July 2011 through June 2012. Source: Department of Motor Vehicles.

<sup>9</sup>Registration/inspections revenue based on vehicle registrations as of June 2011. Source: Department of Motor Vehicles.

<sup>10</sup>Motor fuels revenue based on Virginia's average fuel consumption and average price for calendar year 2012. Sources: US Energy Information Administration, the Weldon Cooper Center, and AAA Fuel Gauge Report.