

The Little Book of Big Data

The Hampton Roads Benchmarking Report
At Your Fingertips



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PDC
PLANNING DISTRICT COMMISSION

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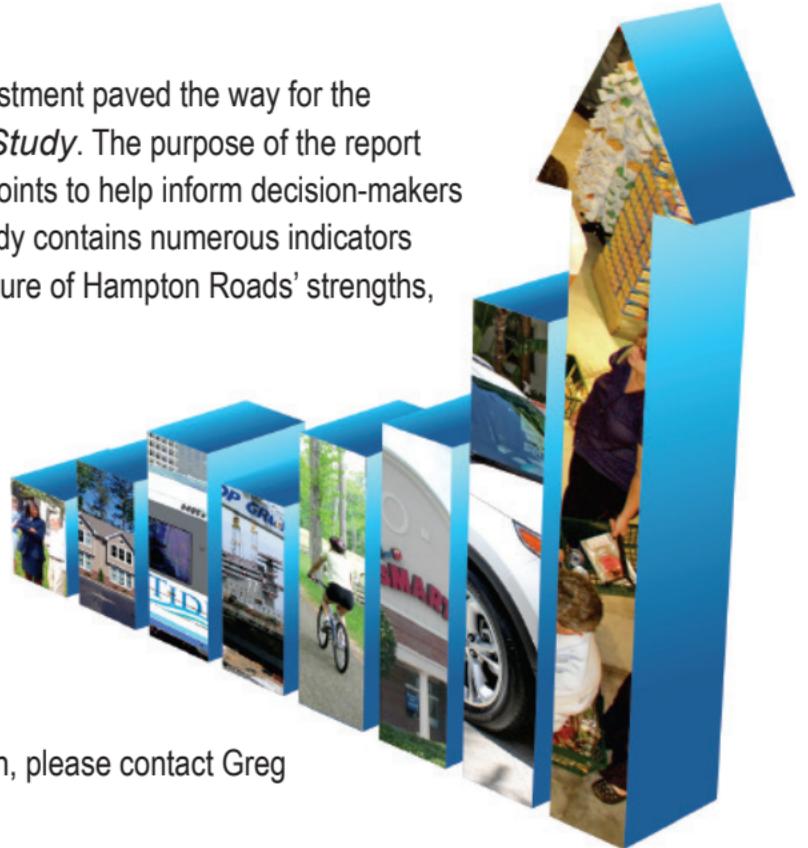
**Executive Committee Member*

Introduction

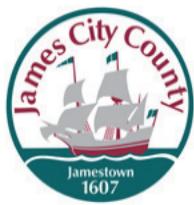
In 2004, a federal grant provided by the Office of Economic Adjustment paved the way for the development of the first *Hampton Roads Benchmarking Study*. The purpose of the report was to provide a comprehensive series of socioeconomic data points to help inform decision-makers on topics of regional significance. The current benchmarking study contains numerous indicators along the socioeconomic spectrum to help paint an accurate picture of Hampton Roads' strengths, weaknesses and developing trends.

This *Little Book of Big Data* is a mini-edition of the benchmarking study, designed to deliver highlights of regional information in a compact and easily accessible fashion. The complete edition of the *Hampton Roads Benchmarking Study* is available for download on the Hampton Roads Planning District Commission's website at www.hrpdca.gov/page/benchmarking.

If you have any questions or comments regarding this publication, please contact Greg Grootendorst: ggrootendorst@hrpdca.gov.



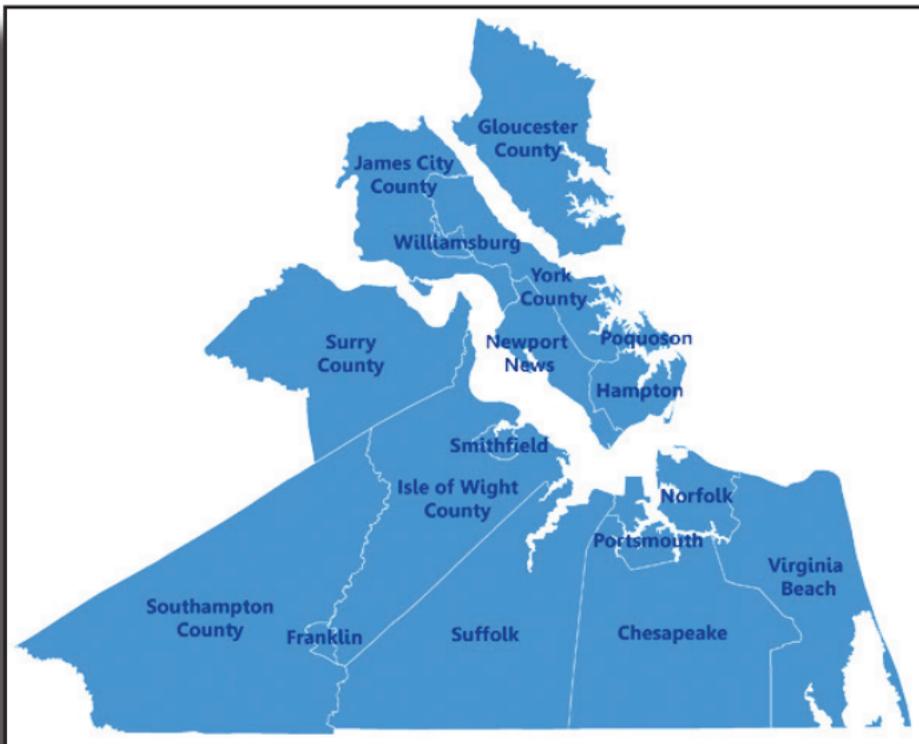
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LOCALITY PROFILES

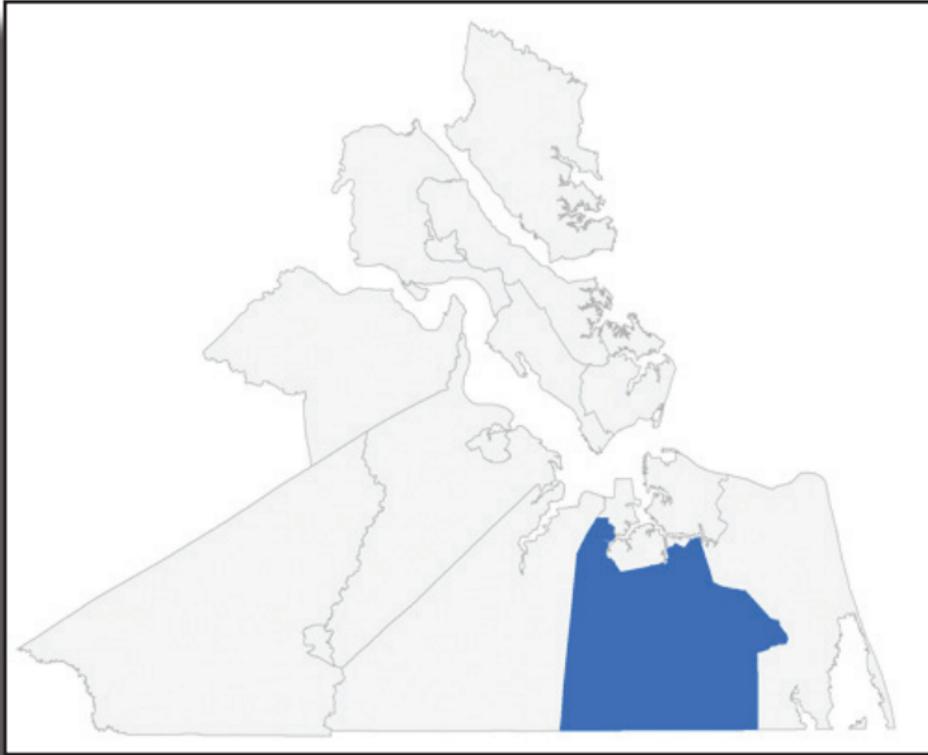
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Data Sources for this Section: Weldon Cooper Center, Virginia Employment Commission, U.S. Census Bureau, Virginia Department of Taxation, Virginia Department of Education.



HAMPTON ROADS

Population	1,704,620
Square Miles	2,909
Population Density (Persons Per Square Mile)	586.0
5 Year Population Growth	46,514
5-Year Population Growth Rate	2.8%
5-Year Employment Growth Rate	-3.1%
Employment	718,263
Unemployment	5.7%
Poverty Rate	11.9%
Taxable Value of Real Estate (Billions)	\$164.7
Graduation Rate	88.1%
Median Household Income	\$58,844



CITY OF CHESAPEAKE

Population	233,371
Square Miles	340
Population Density (Persons Per Square Mile)	686.4
5 Year Population Growth	13,195
5-Year Population Growth Rate	6.0%
5-Year Employment Growth Rate	-3.5%
Employment	95,596
Unemployment	5.3%
Poverty Rate	8.5%
Taxable Value of Real Estate (Billions)	\$22.4
Graduation Rate	92.9%
Median Household Income	\$69,743



CITY OF FRANKLIN

Population	8,526
Square Miles	8
Population Density (Persons Per Square Mile)	1065.8
5 Year Population Growth	37
5-Year Population Growth Rate	0.4%
5-Year Employment Growth Rate	1.4%
Employment	4,384
Unemployment	7.9%
Poverty Rate	23.0%
Taxable Value of Real Estate (Billions)	\$0.6
Graduation Rate	84.4%
Median Household Income	\$31,928



CITY OF HAMPTON

Population	136,879
Square Miles	52
Population Density (Persons Per Square Mile)	2632.3
5 Year Population Growth	-954
5-Year Population Growth Rate	-0.7%
5-Year Employment Growth Rate	-6.8%
Employment	54,918
Unemployment	6.7%
Poverty Rate	14.9%
Taxable Value of Real Estate (Billions)	\$10.5
Graduation Rate	84.0%
Median Household Income	\$50,705



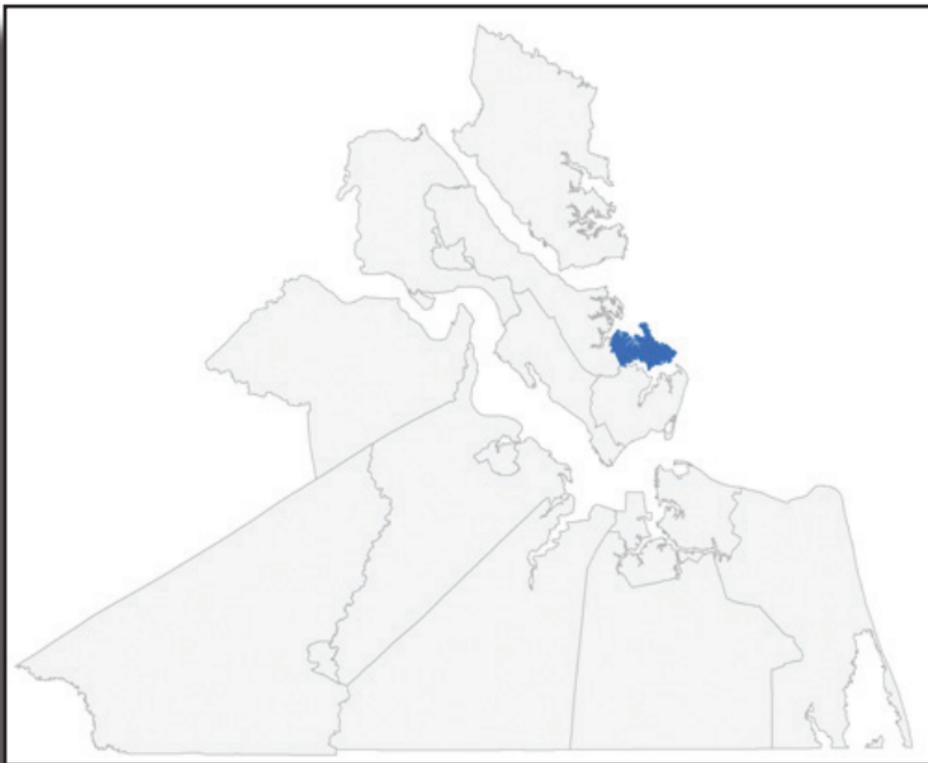
CITY OF NEWPORT NEWS

Population	182,965
Square Miles	70
Population Density (Persons Per Square Mile)	2613.8
5 Year Population Growth	1,965
5-Year Population Growth Rate	1.1%
5-Year Employment Growth Rate	-1.0%
Employment	97,306
Unemployment	6.2%
Poverty Rate	15.2%
Taxable Value of Real Estate (Billions)	\$14.0
Graduation Rate	88.0%
Median Household Income	\$51,027



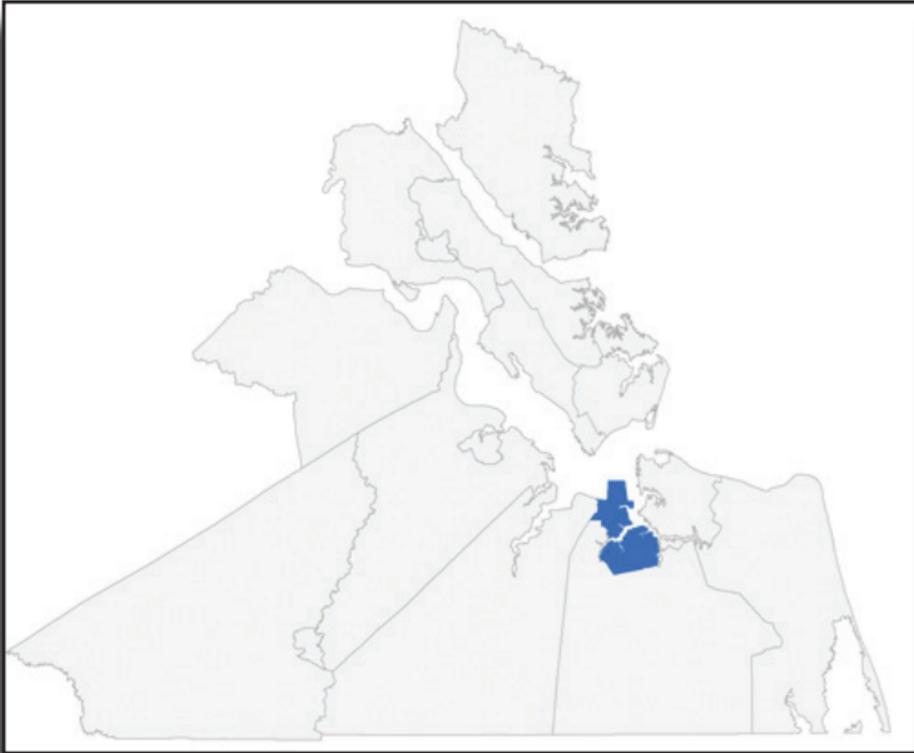
CITY OF NORFOLK

Population	245,428
Square Miles	54
Population Density (Persons Per Square Mile)	4545.0
5 Year Population Growth	3,703
5-Year Population Growth Rate	1.5%
5-Year Employment Growth Rate	-5.2%
Employment	136,409
Unemployment	6.4%
Poverty Rate	19.2%
Taxable Value of Real Estate (Billions)	\$17.6
Graduation Rate	78.9%
Median Household Income	\$44,747



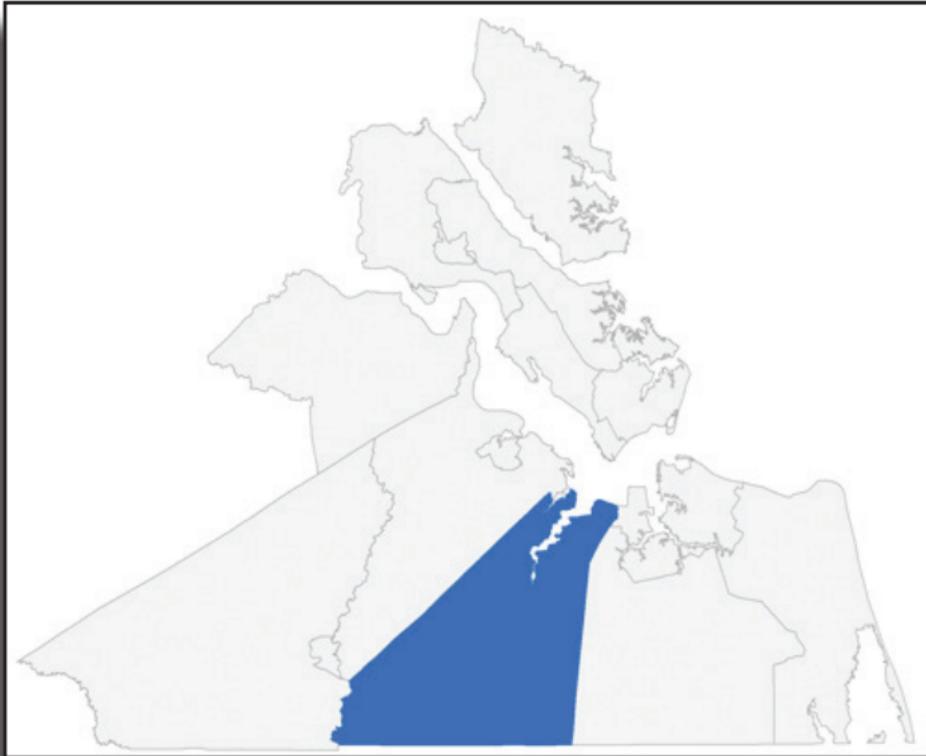
CITY OF POQUOSON

Population	12,048
Square Miles	16
Population Density (Persons Per Square Mile)	753.0
5 Year Population Growth	-105
5-Year Population Growth Rate	-0.9%
5-Year Employment Growth Rate	-18.3%
Employment	1,653
Unemployment	4.5%
Poverty Rate	5.6%
Taxable Value of Real Estate (Billions)	\$1.5
Graduation Rate	96.4%
Median Household Income	\$81,892



CITY OF PORTSMOUTH

Population	96,004
Square Miles	33
Population Density (Persons Per Square Mile)	2909.2
5 Year Population Growth	620
5-Year Population Growth Rate	0.7%
5-Year Employment Growth Rate	3.6%
Employment	44,663
Unemployment	7.1%
Poverty Rate	18.4%
Taxable Value of Real Estate (Billions)	\$7.0
Graduation Rate	85.1%
Median Household Income	\$46,166



CITY OF SUFFOLK

Population	86,806
Square Miles	400
Population Density (Persons Per Square Mile)	217.0
5 Year Population Growth	3,158
5-Year Population Growth Rate	3.8%
5-Year Employment Growth Rate	5.2%
Employment	26,896
Unemployment	5.8%
Poverty Rate	11.4%
Taxable Value of Real Estate (Billions)	\$9.1
Graduation Rate	86.4%
Median Household Income	\$66,085



CITY OF VIRGINIA BEACH

Population	450,980
Square Miles	248
Population Density (Persons Per Square Mile)	1818.5
5 Year Population Growth	15,976
5-Year Population Growth Rate	3.7%
5-Year Employment Growth Rate	-2.6%
Employment	169,390
Unemployment	4.9%
Poverty Rate	7.9%
Taxable Value of Real Estate (Billions)	\$49.0
Graduation Rate	88.5%
Median Household Income	\$65,219



CITY OF WILLIAMSBURG

Population	14,691
Square Miles	9
Population Density (Persons Per Square Mile)	1632.3
5 Year Population Growth	1,004
5-Year Population Growth Rate	7.3%
5-Year Employment Growth Rate	-10.0%
Employment	13,593
Unemployment	7.1%
Poverty Rate	19.5%
Taxable Value of Real Estate (Billions)	\$1.7
Graduation Rate	90.5%
Median Household Income	\$48,616



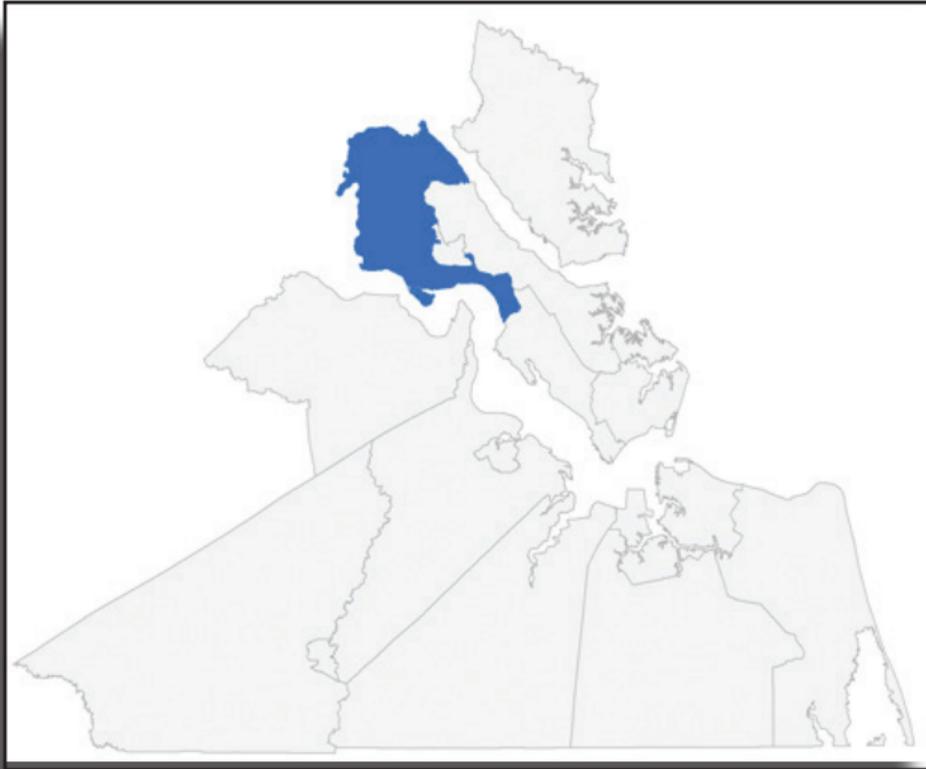
GLOUCESTER COUNTY

Population	37,141
Square Miles	225
Population Density (Persons Per Square Mile)	165.1
5 Year Population Growth	363
5-Year Population Growth Rate	1.0%
5-Year Employment Growth Rate	-4.7%
Employment	9,492
Unemployment	4.8%
Poverty Rate	9.2%
Taxable Value of Real Estate (Billions)	\$4.3
Graduation Rate	92.6%
Median Household Income	\$60,519



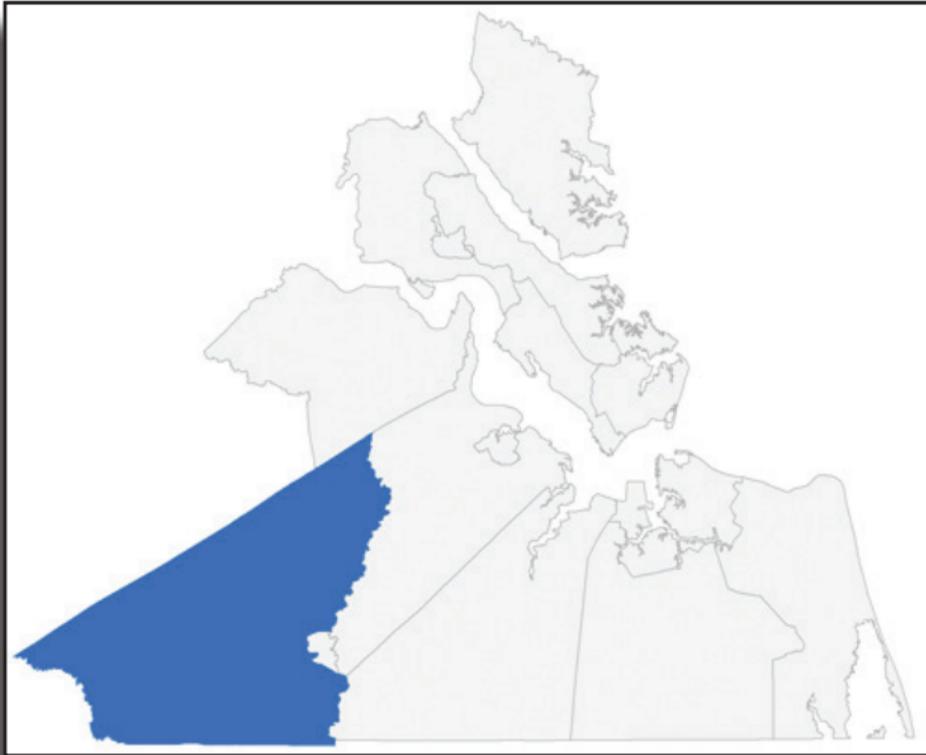
ISLE OF WIGHT COUNTY

Population	36,007
Square Miles	316
Population Density (Persons Per Square Mile)	113.9
5 Year Population Growth	737
5-Year Population Growth Rate	2.1%
5-Year Employment Growth Rate	-12.0%
Employment	10,444
Unemployment	5.3%
Poverty Rate	12.0%
Taxable Value of Real Estate (Billions)	\$4.5
Graduation Rate	92.6%
Median Household Income	\$63,942



JAMES CITY COUNTY

Population	72,583
Square Miles	153
Population Density (Persons Per Square Mile)	474.4
5 Year Population Growth	6,465
5-Year Population Growth Rate	9.8%
5-Year Employment Growth Rate	-1.7%
Employment	26,753
Unemployment	5.0%
Poverty Rate	8.7%
Taxable Value of Real Estate (Billions)	\$11.2
Graduation Rate	90.5%
Median Household Income	\$76,960



SOUTHAMPTON COUNTY

Population	18,059
Square Miles	600
Population Density (Persons Per Square Mile)	30.1
5 Year Population Growth	-548
5-Year Population Growth Rate	-2.9%
5-Year Employment Growth Rate	-17.1%
Employment	3,567
Unemployment	5.0%
Poverty Rate	16.0%
Taxable Value of Real Estate (Billions)	\$1.7
Graduation Rate	85.5%
Median Household Income	\$46,150



SURRY COUNTY

Population	6,790
Square Miles	279
Population Density (Persons Per Square Mile)	24.3
5 Year Population Growth	-247
5-Year Population Growth Rate	-3.5%
5-Year Employment Growth Rate	-1.4%
Employment	2,118
Unemployment	6.1%
Poverty Rate	11.5%
Taxable Value of Real Estate (Billions)	\$0.9
Graduation Rate	92.9%
Median Household Income	\$47,292



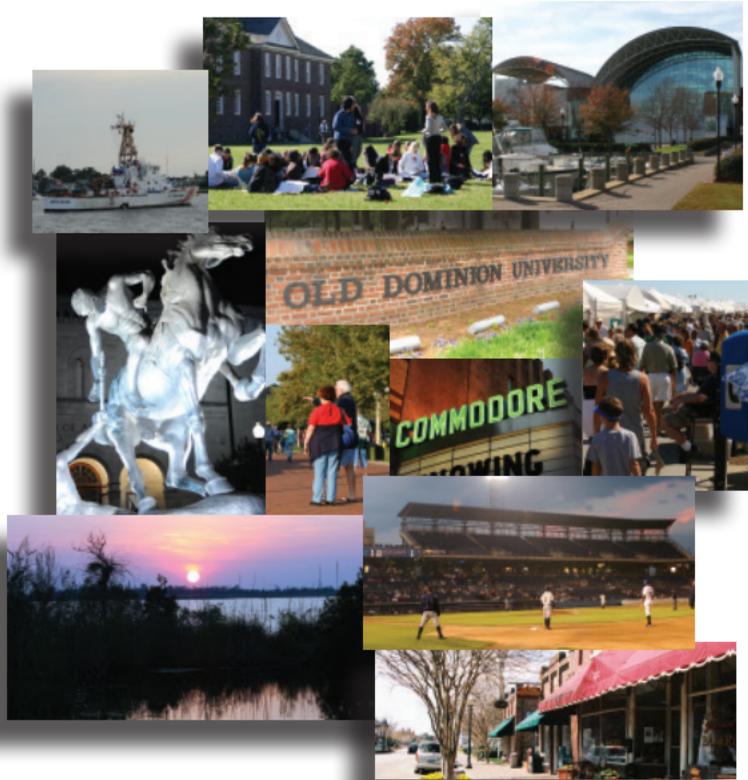
YORK COUNTY

Population	66,342
Square Miles	106
Population Density (Persons Per Square Mile)	625.9
5 Year Population Growth	1,145
5-Year Population Growth Rate	1.8%
5-Year Employment Growth Rate	-3.6%
Employment	21,081
Unemployment	5.0%
Poverty Rate	5.7%
Taxable Value of Real Estate (Billions)	\$8.7
Graduation Rate	94.5%
Median Household Income	\$82,073



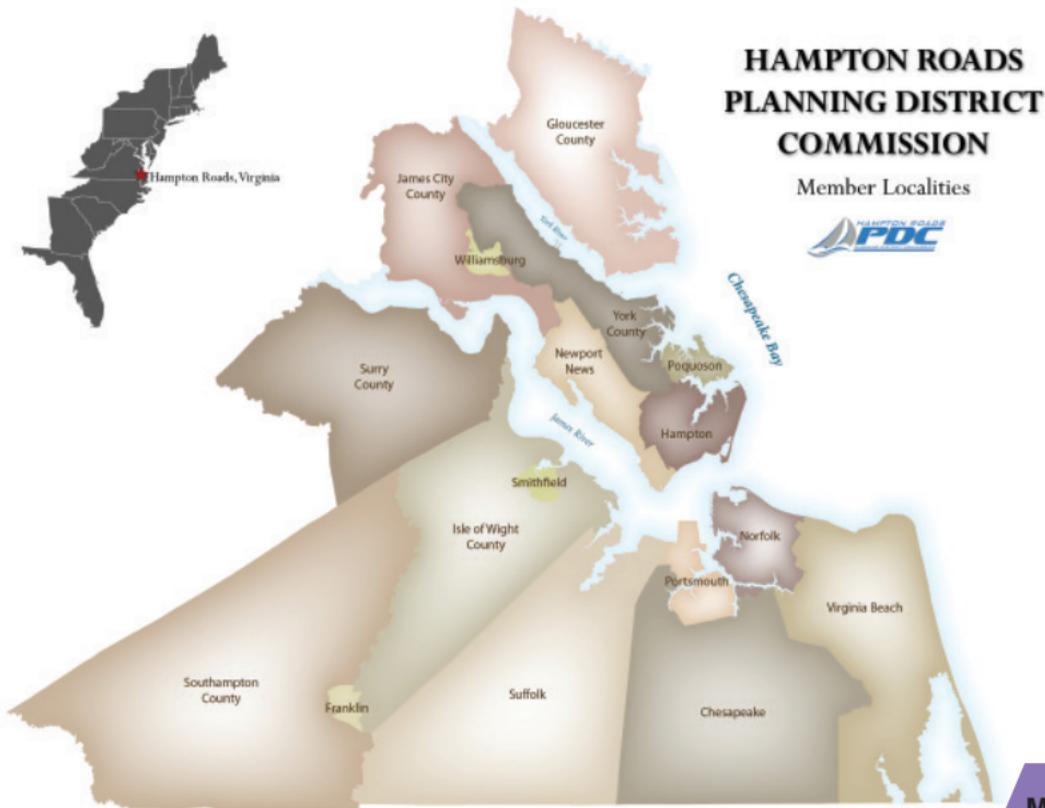
TOWN OF SMITHFIELD

Population	8,220
Square Miles	10
Population Density (Persons Per Square Mile)	865.3
5 Year Population Growth	1,193
5-Year Population Growth Rate	17.0%
5-Year Employment Growth Rate	Included in Isle of Wight County Figures
Employment	Included in Isle of Wight County Figures
Unemployment	Included in Isle of Wight County Figures
Poverty Rate	13.2%
Taxable Value of Real Estate (Billions)	Included in Isle of Wight County Figures
Graduation Rate	Included in Isle of Wight County Figures
Median Household Income	\$58,844



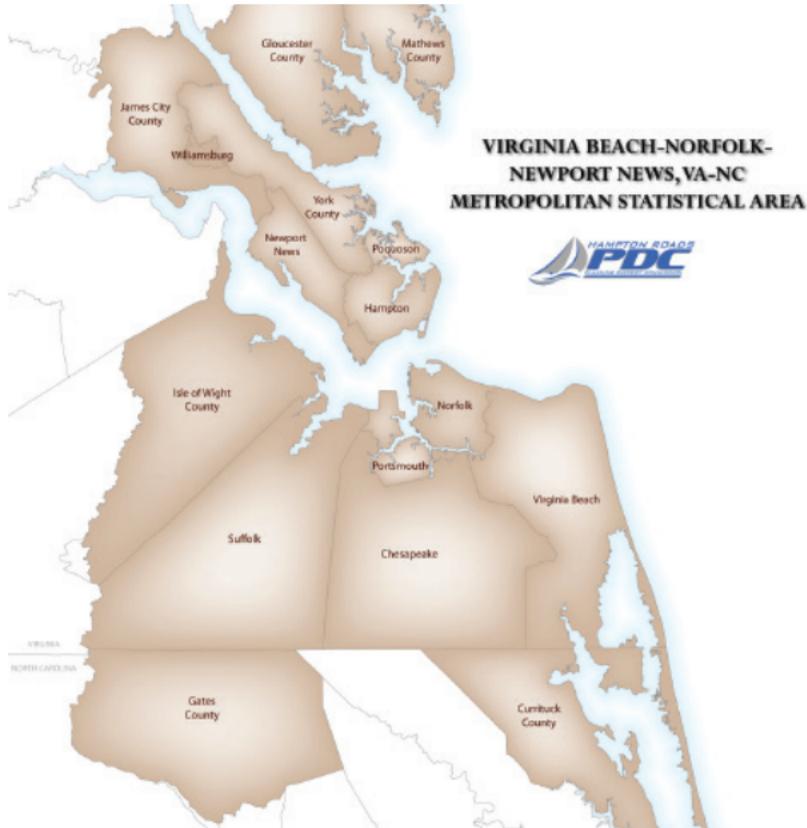
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1. MAP OF HRPDC JURISDICTIONS

Hampton Roads Planning District Commission (HRPDC), one of 21 Planning District Commissions in the Commonwealth of Virginia, is a regional organization representing over 1.7 million people in the 17 localities of Hampton Roads, Virginia, including the cities of Chesapeake, Franklin, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach and Williamsburg, the Town of Smithfield, and the counties of Gloucester, Isle of Wight, James City, Southampton, Surry and York.



2. MAP OF HAMPTON ROADS METROPOLITAN STATISTICAL AREA (MSA)

The boundaries of the Hampton Roads Metropolitan Statistical Area (MSA), as defined by the Office of Management and Budget (OMB), includes 14 of the HRPDC's 17 localities (Surry and Southampton Counties and the City of Franklin are not included), but adds Mathews County in Virginia and two North Carolina Counties, Gates and Currituck.

3. REGIONAL RANKINGS - DEMOGRAPHICS, COMMUTING & EDUCATION

Uses American Community Survey One Year Estimates 2013

Ranking is from Largest Value (rank 1) to Smallest Value (rank 35)

*Rank & Median Value is for all MSAs with 2013 Populations between 1 - 3 Million, 35 in Total.

Category	<u>Hampton Roads</u>		Median		
	Value	Rank*	MSA Value	Virginia	USA
<u>Demographics</u>					
Median Age	35.3	31	36.9	37.6	37.5
% of Population 17 & Younger	22.7%	24	23.5%	22.6%	23.3%
% of Population 65 & Older	12.6%	23	13.3%	13.4%	14.1%
% of Population Who Moved in Past Year	18.0%	8	15.9%	15.8%	15.0%
% of Population Who Are Foreign Born	6.3%	26	7.5%	11.5%	13.1%
% of Who Don't Speak English at Home	8.9%	28	11.1%	14.9%	20.8%
<u>Commuting</u>					
Mean Travel Time to Work (Minutes)	24.0	24	25.1	27.7	25.8
% Who Traveled to Work by Public Transit	1.7%	20	2.4%	4.4%	5.2%
% Who Worked Outside County of Residence	46.2%	4	27.0%	51.4%	27.5%
<u>Education</u>					
% of People Who Completed High School	90.7%	5	89.4%	88.4%	86.6%
% of People Who Have a Bachelor's Degree	29.6%	24	31.2%	36.1%	29.6%
% of People Who Have an Advanced Degree	10.9%	24	11.3%	15.1%	11.2%

4. REGIONAL RANKINGS - HOUSING, EMPLOYMENT, INCOME & OTHER INDICATORS

Uses American Community Survey One Year Estimates 2013

Ranking is from Largest Value (rank 1) to Smallest Value (rank 35)

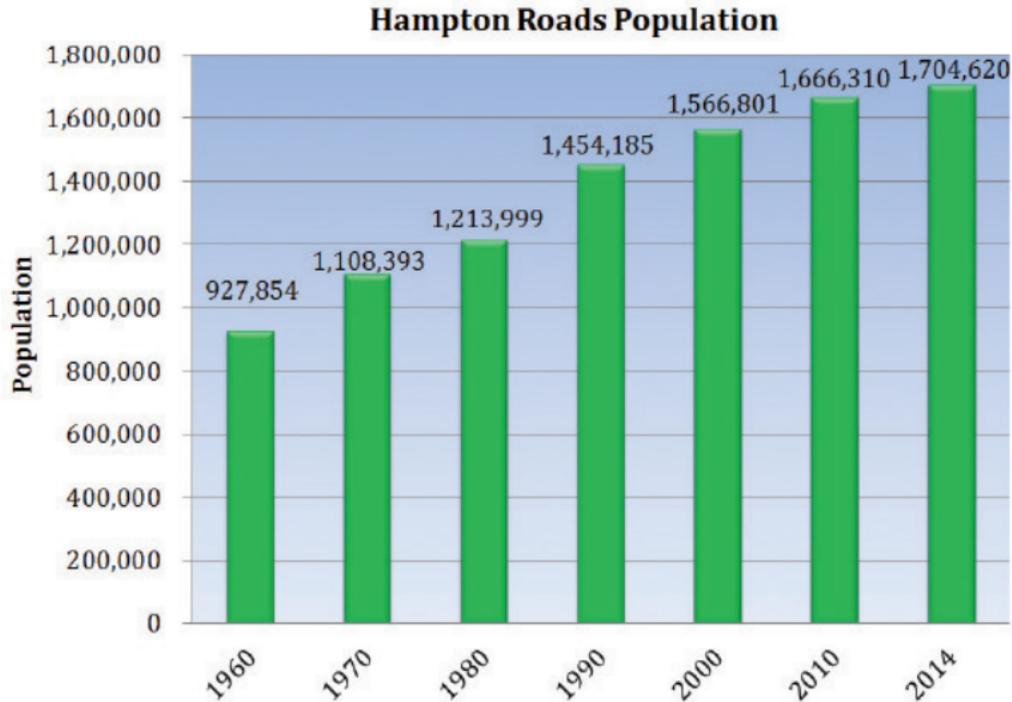
*Rank & Median Value is for all MSAs with 2013 Populations between 1 - 3 Million, 35 in Total.

Category	<u>Hampton Roads</u>		Median		
	Value	Rank*	MSA Value	Virginia	USA
<u>Housing</u>					
Average Household Size	2.62	13	2.59	2.62	2.65
% of Households With Children in Residence	33.0%	12	32.0%	32.4%	32.1%
% of Housing Units that are Owner-Occupied	61.1%	25	64.5%	65.6%	63.5%
% Households Spending > 30% Income on Housing	39.2%	4	32.9%	32.3%	34.6%
<u>Employment and Income</u>					
% Labor Force Participation	67.2%	12	66.1%	66.2%	63.6%
% of Labor Force in the Armed Forces	7.5%	1	0.2%	2.3%	0.6%
Median Household Income	\$56,161	12	\$51,996	\$62,666	\$52,250
Per Capita Income	\$28,240	18	\$28,240	\$33,145	\$28,184
<u>Other Indicators</u>					
% of People in Poverty	13.0%	26	14.5%	11.7%	15.8%
% of People With a Disability	11.4%	29	12.4%	11.3%	12.6%
% of Veterans in the Civilian Population	16.2%	1	8.1%	10.9%	8.1%



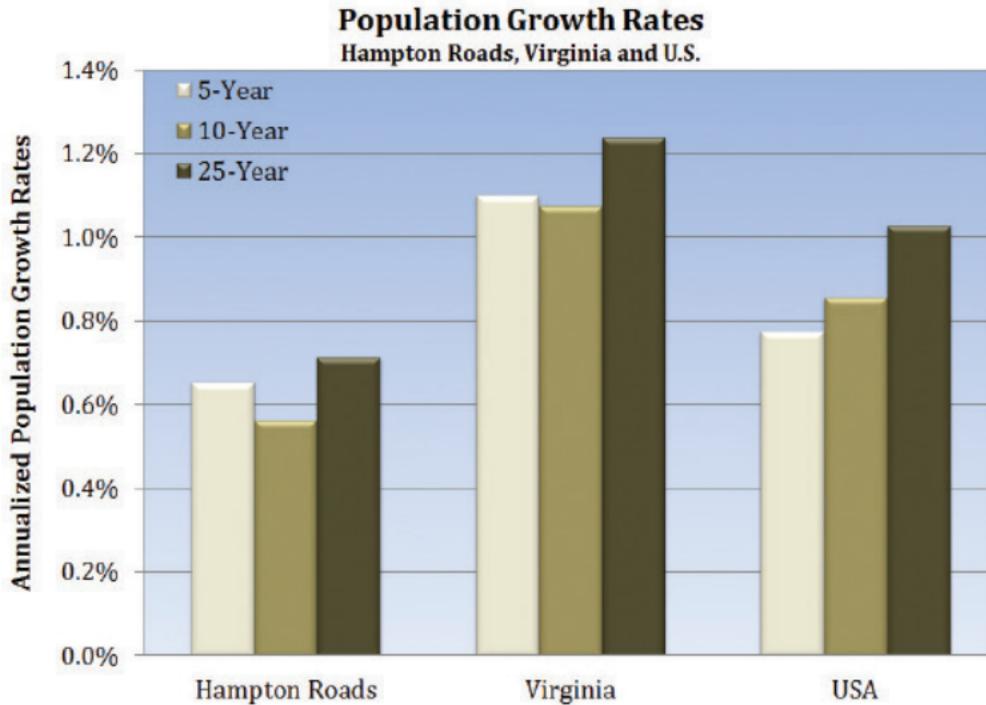
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1. DECENNIAL POPULATION COUNTS

Hampton Roads' population grew to 1,666,310 in the 2010 Census, and current estimates indicate the population is now greater than 1.7M.

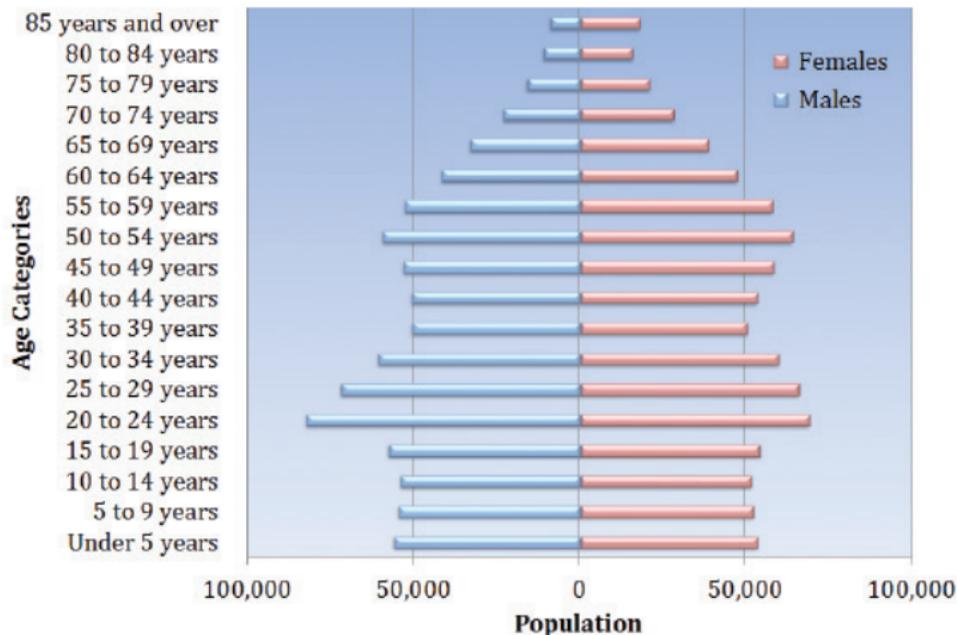


2. ANNUALIZED POPULATION GROWTH IN HAMPTON ROADS, VIRGINIA & U.S.

The rate of Hampton Roads' population growth lags both that of the Commonwealth and the Nation, but has increased over the past five years.

Data source: U.S. Census Bureau.

Hampton Roads Population Histogram 2013

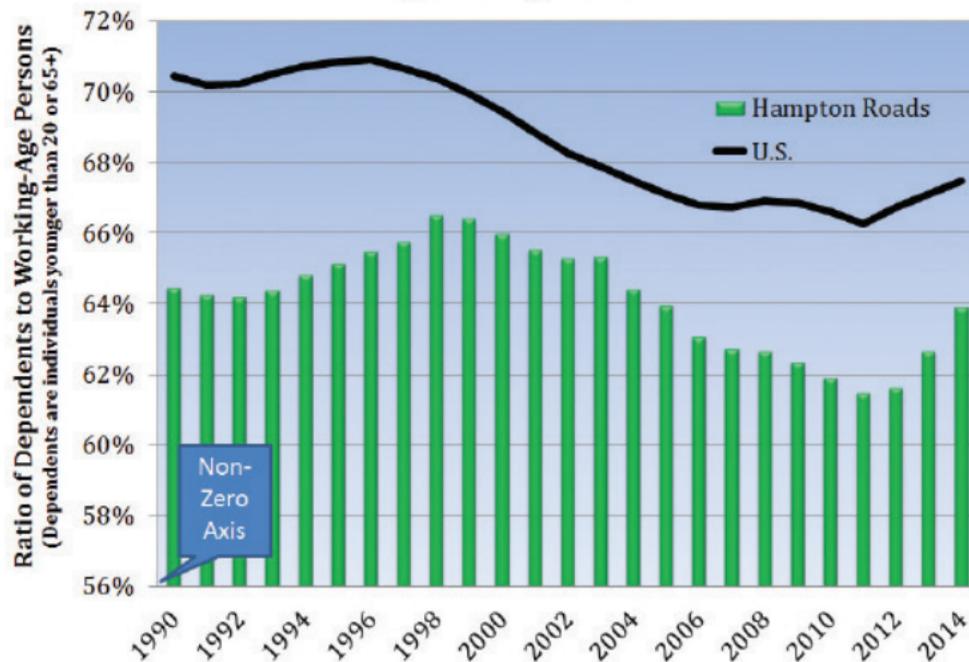


3. POPULATION DISTRIBUTION BY GENDER & AGE, 2013

The Hampton Roads population histogram gives a concise snapshot of the current population. The male population is much higher for the 20 to 24 and the 25 to 29 age groups, due to the number of military personnel. The number of females grows larger than the male population starting at age 40.

Data source: U.S. Census Bureau.

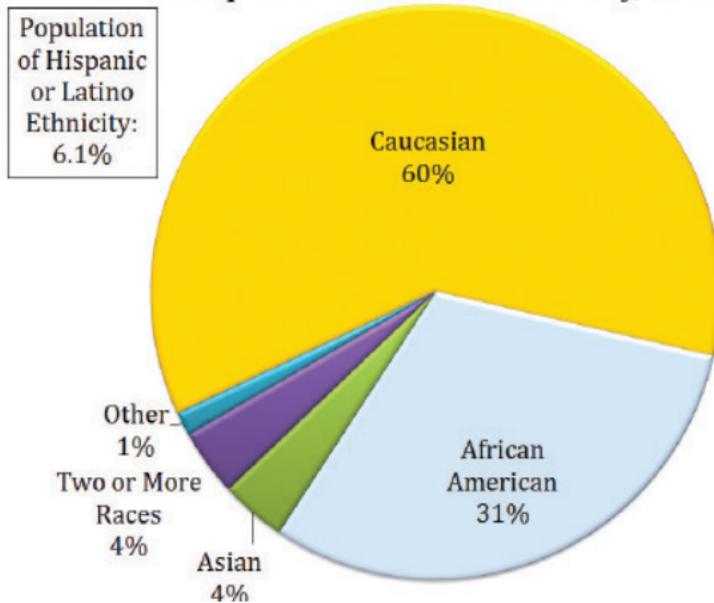
Dependency Ratio



4. DEPENDENCY RATIO

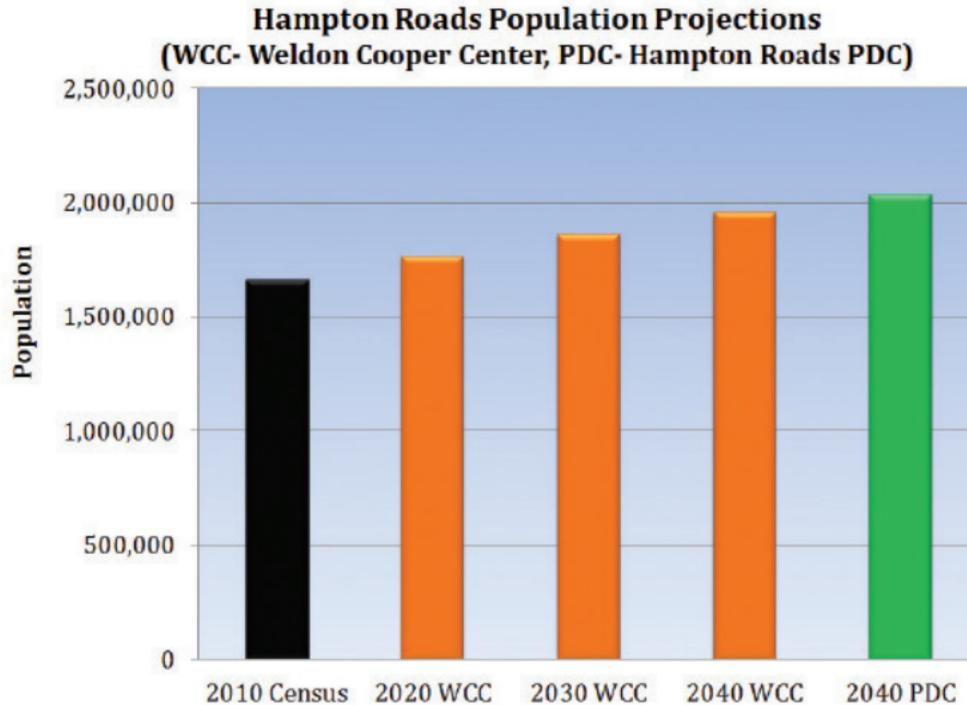
The dependency ratio reflects the size of the non-working age population compared to the working age population, which has implications for regional economic growth. The Hampton Roads dependency ratio remains significantly below that of the nation, though both grew over the past three years.

Hampton Roads Race & Ethnicity, 2013



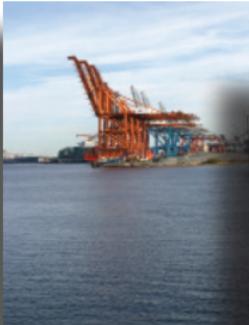
5. POPULATION DISTRIBUTION BY RACE, 2013

Hampton Roads' population has both large Caucasian and African-American populations, with relatively smaller concentrations of other racial and ethnic groups. This is consistent with the pattern displayed by other southern metro areas.



6. POPULATION FORECASTS

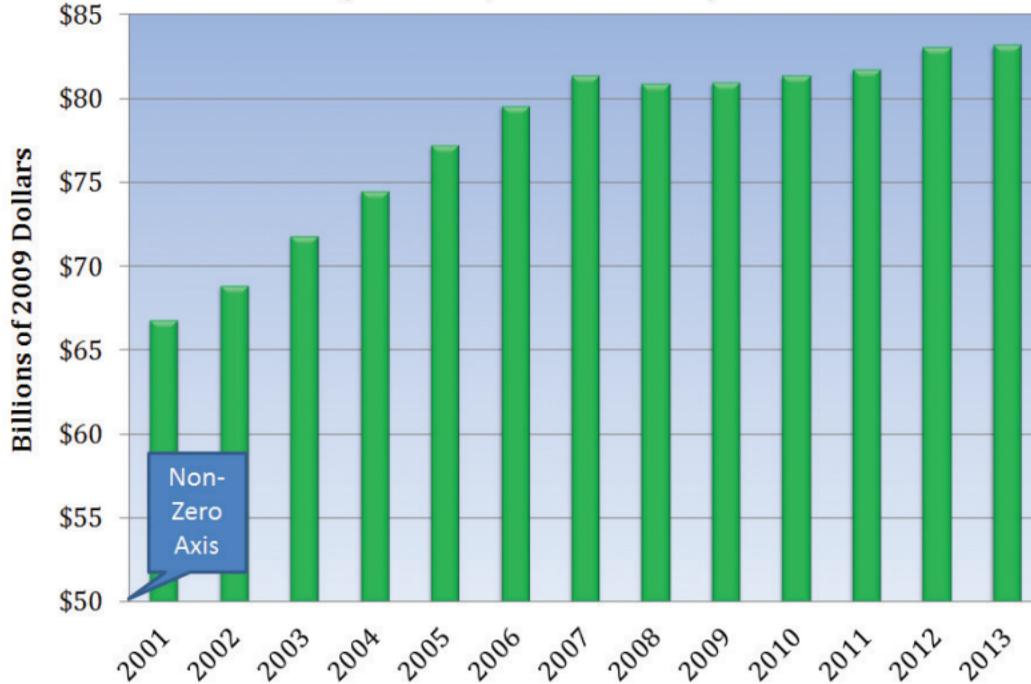
Hampton Roads' population forecasts contain a high degree of uncertainty, as they require many assumptions to be made about the future of the regional economy, land-use decisions and population dynamics.



THE ECONOMY

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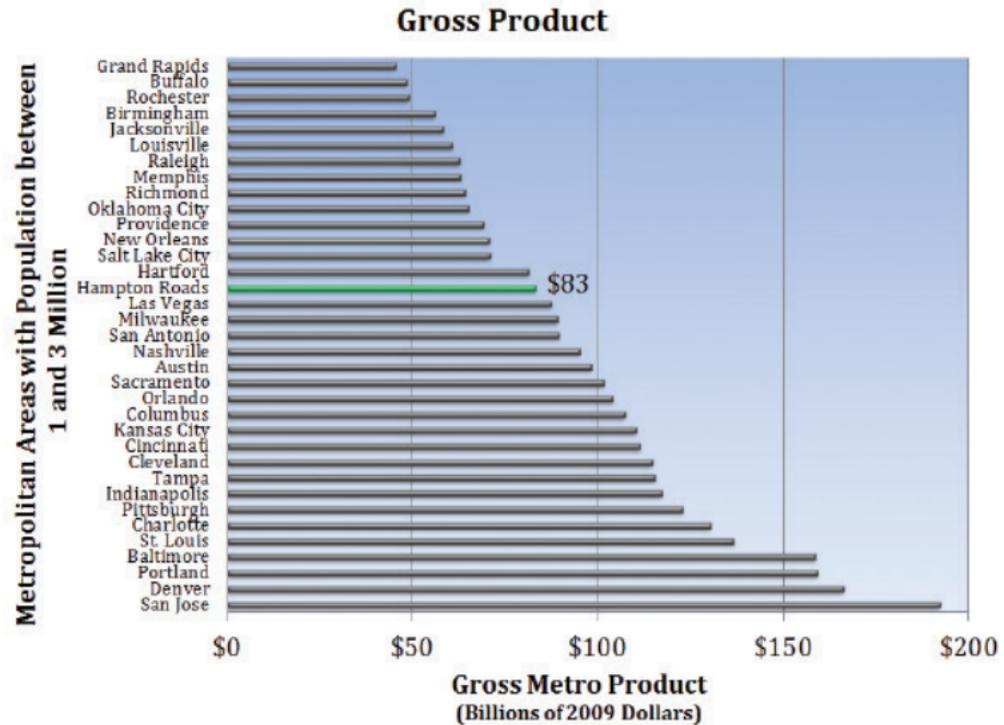
Hampton Roads' Gross Regional Product (Inflation-Adjusted 2009 Dollars)



Data source: Bureau of Economic Analysis.

1. GROSS REGIONAL PRODUCT

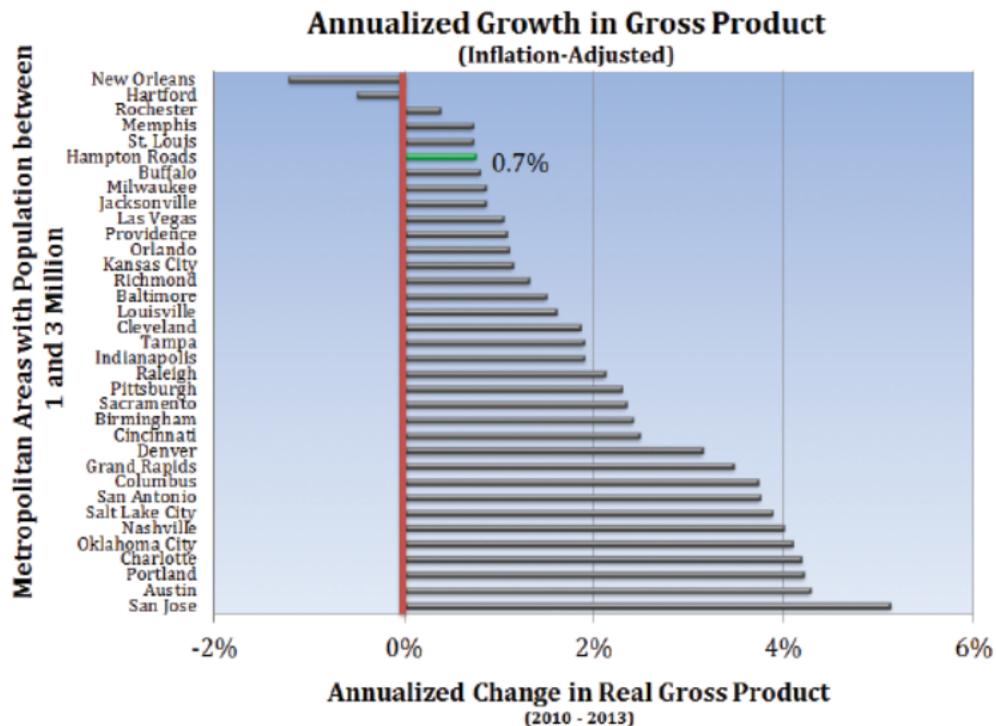
The Gross Regional Product (GRP) represents the sum of all goods and services produced in Hampton Roads during a year. A strong national economy and growth in defense spending drove rapid growth in Hampton Roads' GRP between 2000 and 2007. The recession and subsequent cutbacks in defense spending have caused the regional economy to stall since 2007.



2. GRP FOR HAMPTON ROADS & REFERENCE METROS, 2013

The size of most metro economies relate closely to the size of the population of those areas, notable exceptions are areas with high levels of economic productivity, including San Jose and Denver. Hampton Roads' economic output remains in line with both its population and its reference MSAs.

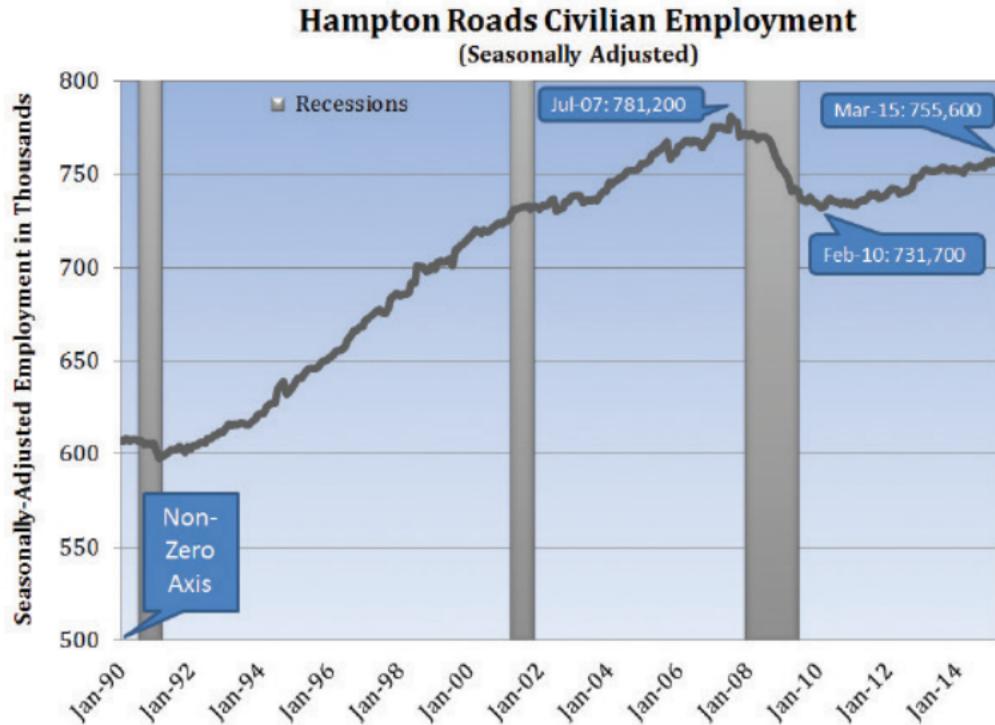
Data source: Bureau of Economic Analysis.



3. THREE-YEAR ANNUALIZED GRP GROWTH IN HAMPTON ROADS & REFERENCE METROS

Hampton Roads' economic growth has lagged that of its reference metro areas during the recovery as a result of the decline in defense spending that followed federal budget cuts in 2011.

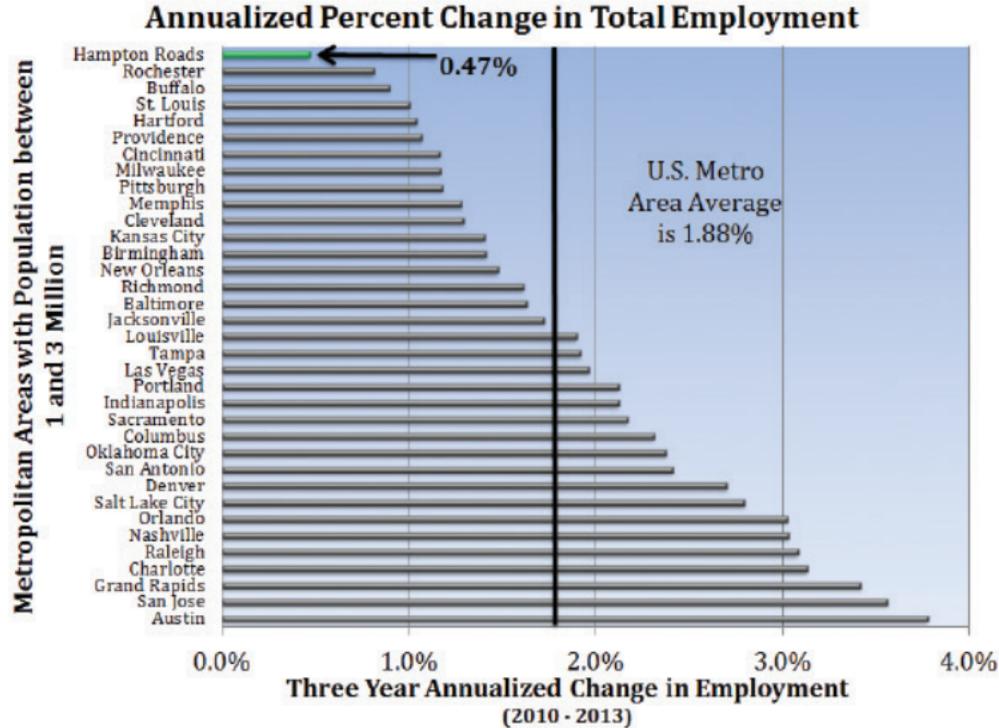
Data source: Bureau of Economic Analysis.



4. PAYROLL EMPLOYMENT IN HAMPTON ROADS

Hampton Roads' employment still lags its pre-recession peak of 781,200. Over the past five years, civilian employment has grown at an annualized rate of 0.65%, accounting for just 27,000 jobs. It will likely take another 5.2 years for the region to reach its pre-prerecession peak.

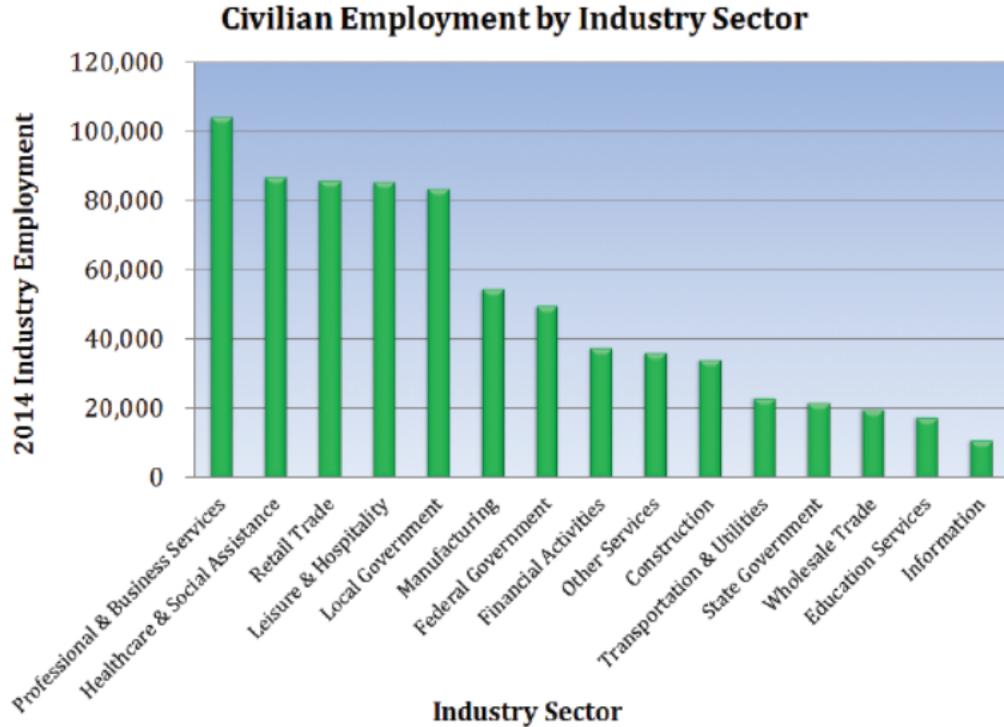
Data source: Bureau of Labor Statistics.



5. THREE-YEAR ANNUALIZED EMPLOYMENT GROWTH RATES IN HAMPTON ROADS & REFERENCE METROS

Hampton Roads' civilian employment growth lags all of the reference metropolitan areas over the past three years.

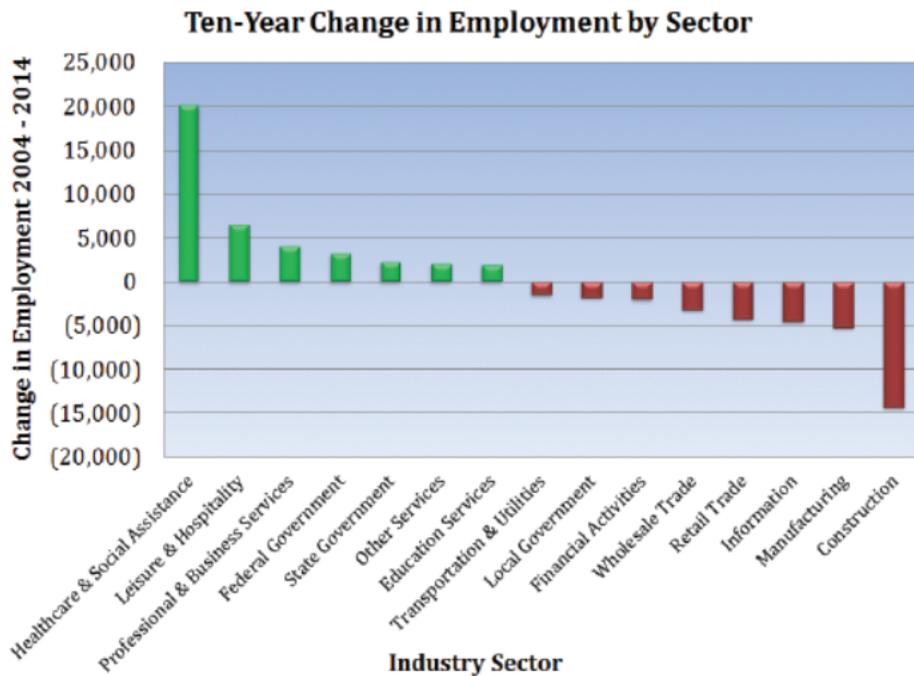
Data source: Bureau of Economic Analysis.



6. HAMPTON ROADS EMPLOYMENT BY INDUSTRIAL SECTOR

Civilian employment in Hampton Roads is spread throughout a variety of industries, with Professional & Business Services providing the largest number of jobs, at 104,000.

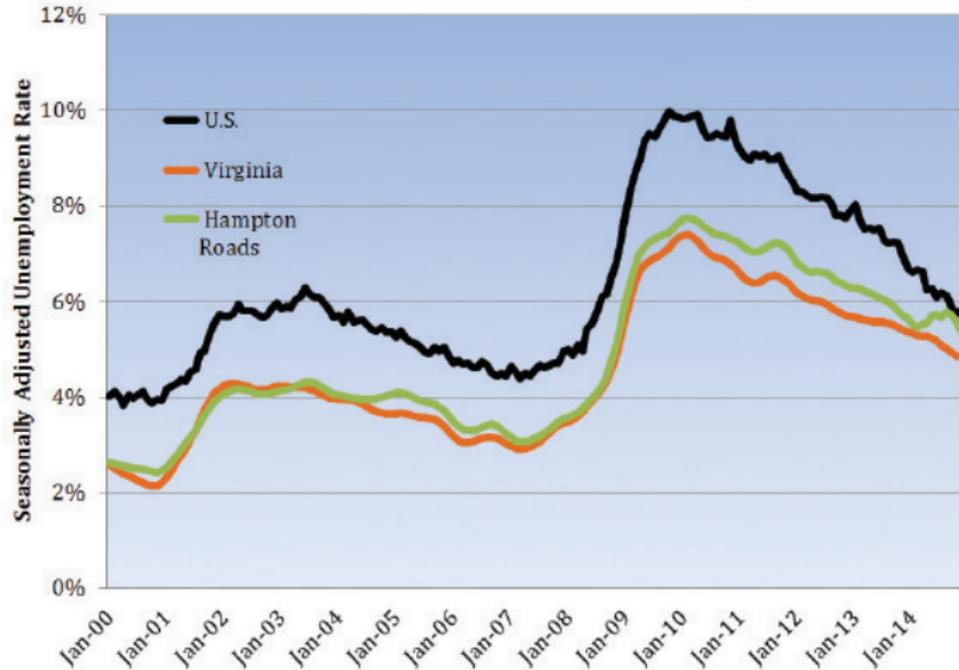
Data source: Bureau of Labor Statistics.



7. TEN-YEAR CHANGE IN INDUSTRY EMPLOYMENT

Over the past ten years, Healthcare & Social Assistance experienced the largest employment growth in Hampton Roads, echoing the national experience. Construction continues to suffer from the impact of the housing market correction and the reduction in federal expenditures.

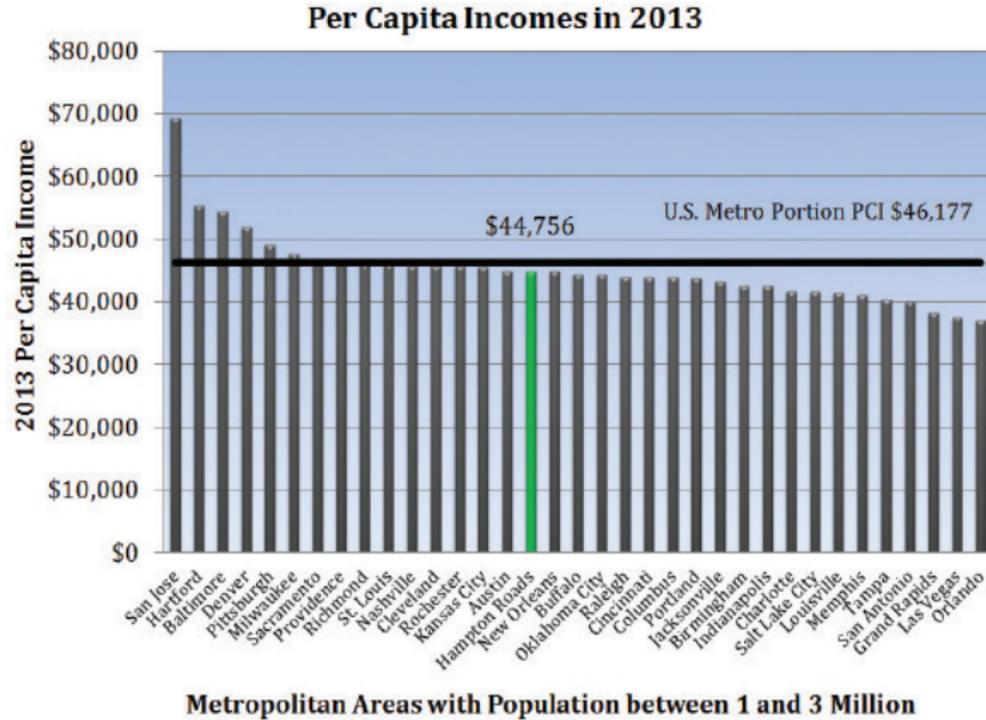
Unemployment Rate in the U.S., Virginia and Hampton Roads



8. UNEMPLOYMENT RATES IN HAMPTON ROADS, VIRGINIA & THE U.S.

While the regional unemployment rate typically outperforms that of the nation, the gap in the regional and national unemployment rate has almost completely vanished as a result of Hampton Roads' tepid recovery.

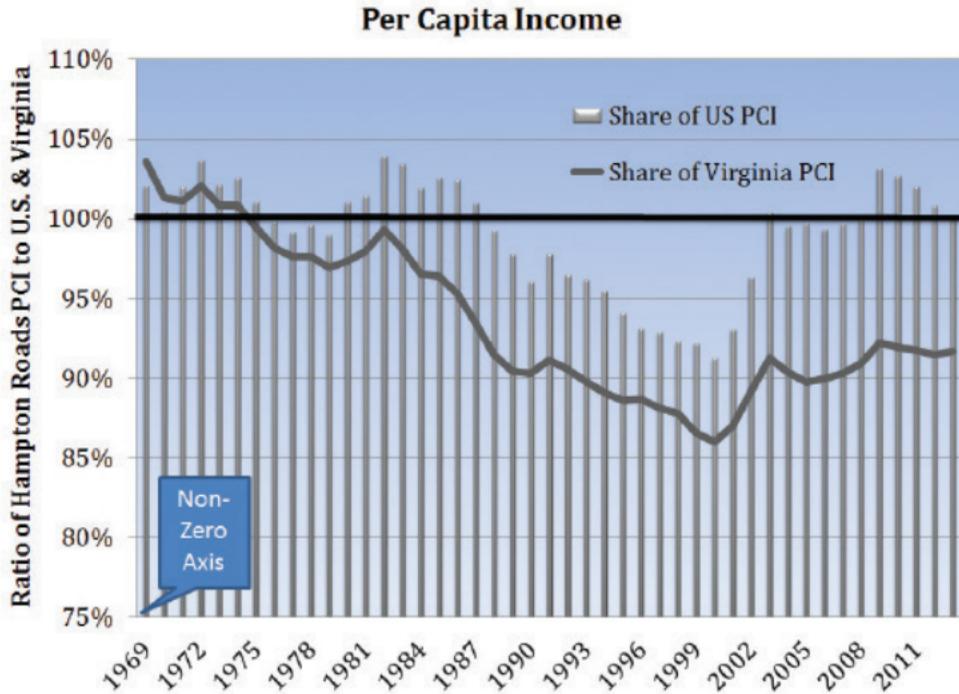
Data source: Bureau of Labor Statistics.



9. PER CAPITA INCOMES IN METRO AREAS

Hampton Roads' per capita income is in line with its reference MSAs. Per capita income typically varies with the productivity of industries based in the region, with high-tech San Jose having a high per capita income, while tourism focused Orlando has a low per capita income.

Data source: Bureau of Economic Analysis.



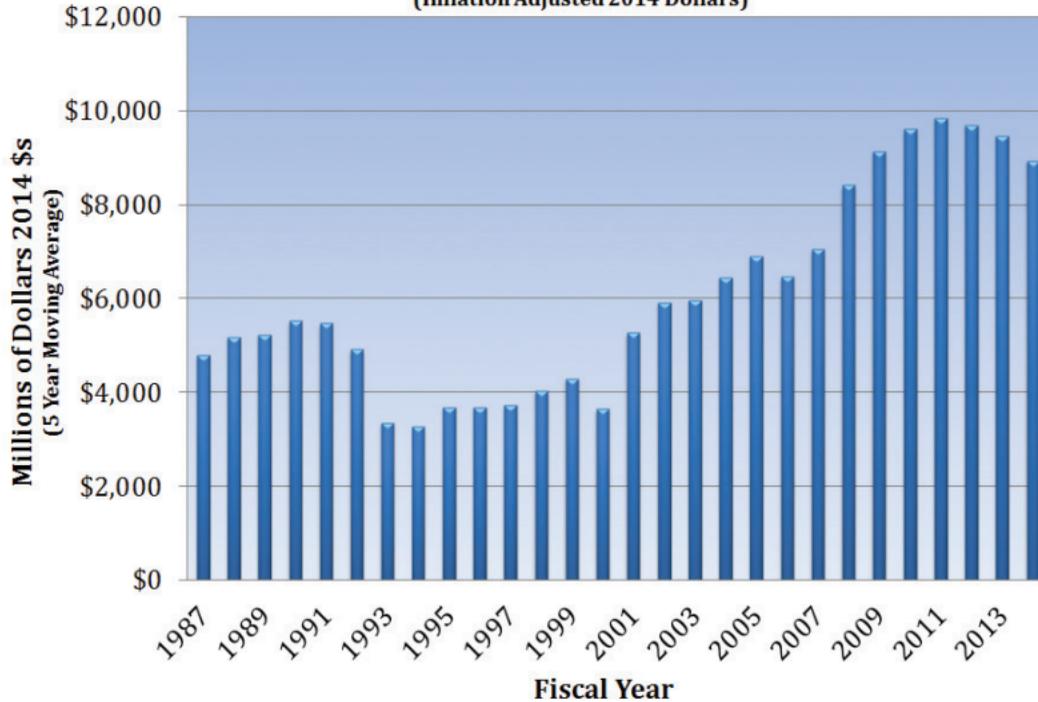
10. HAMPTON ROADS PER CAPITA INCOME RELATIVE TO THE U.S. & VIRGINIA

Hampton Roads' per capita income tends to rise relative to the U.S. when defense spending increases, and lags when there are defense cutbacks relative to general economic growth. The recent decline in defense spending has returned Hampton Roads to the national level of per capita income.

Data source: Bureau of Economic Analysis.

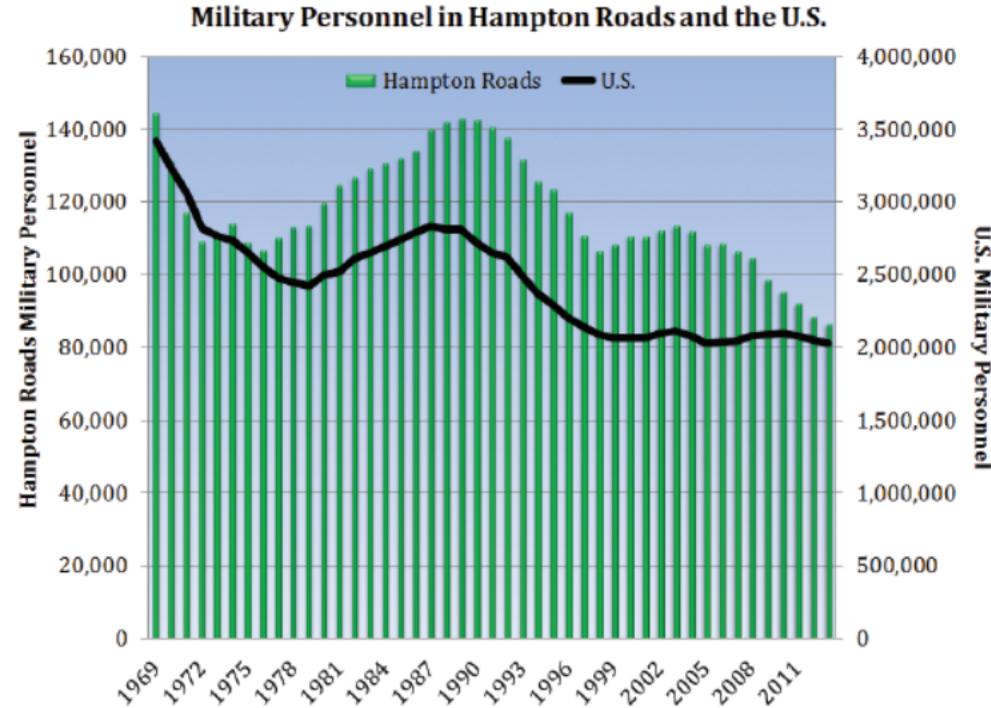
DoD Contracts in Hampton Roads

(Inflation Adjusted 2014 Dollars)



11. DEPARTMENT OF DEFENSE EXPENDITURES IN HAMPTON ROADS

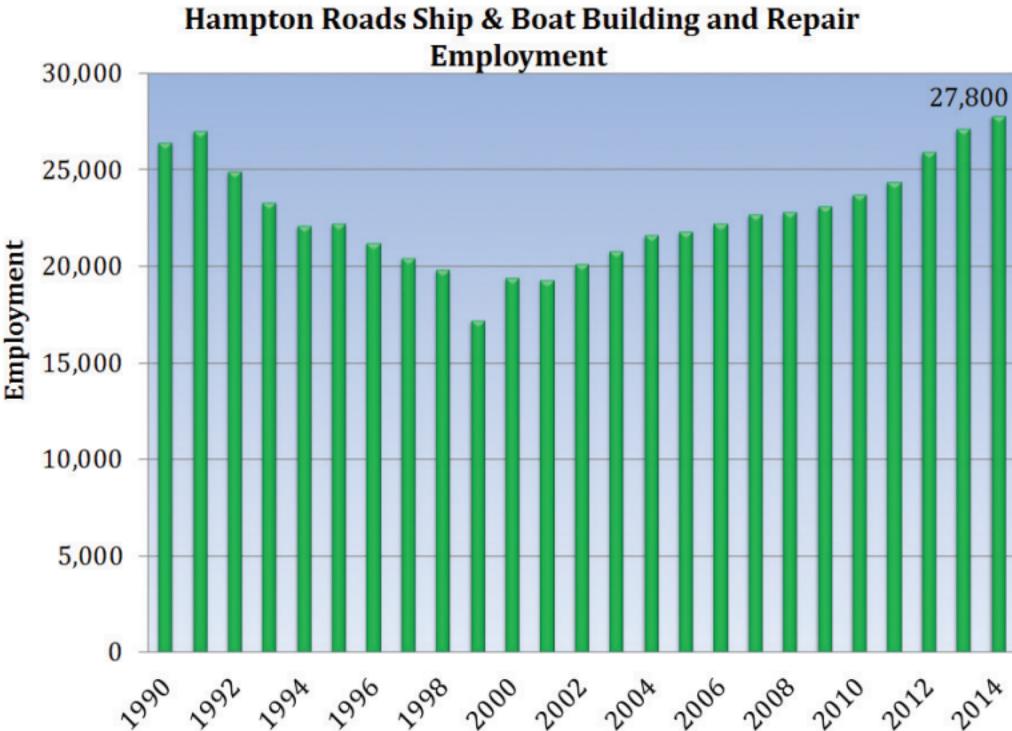
After fifteen years of growth, Hampton Roads' inflation-adjusted defense contracts began to decline in 2011. This reduction in federal expenditures has dampened the region's economic growth.



12. MILITARY PERSONNEL IN HAMPTON ROADS

The number of uniformed military personnel in Hampton Roads has declined since the late 1980s. This decline was offset in the past decade by increased earnings for military personnel during the war on terror, but modest growth in earnings coupled with fewer military personnel present an economic concern for the region.

Data source: Bureau of Economic Analysis.



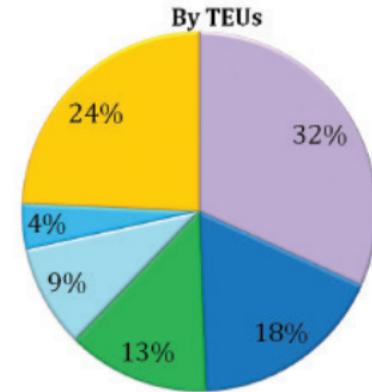
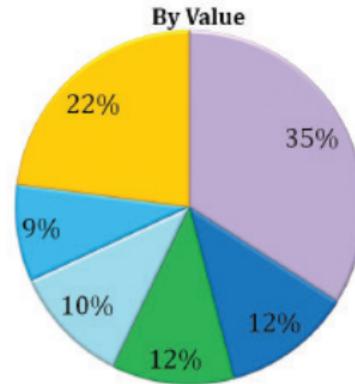
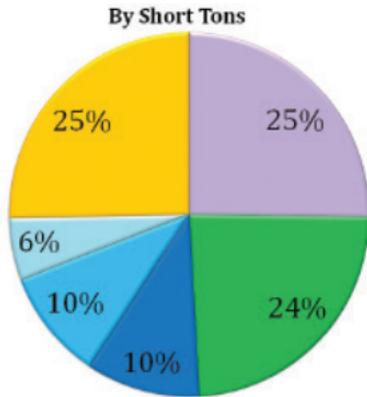
13. SHIP BUILDING & REPAIR EMPLOYMENT

The most significant federal contracts in Hampton Roads impact the Ship Building and Repair Industry, which has experienced continued growth over the past 15 years as the industry has concentrated geographically.

Data source: Bureau of Labor Statistics.

14. PORT OF VIRGINIA MARKET SHARE OF EAST COAST PORTS

Twenty-four percent (24%) of all East Coast trade by volume passes through Hampton Roads, but this is only one way to measure total trade, which also includes by TEUs or by Value. Hampton Roads is the third largest East Coast port by these alternative measures.



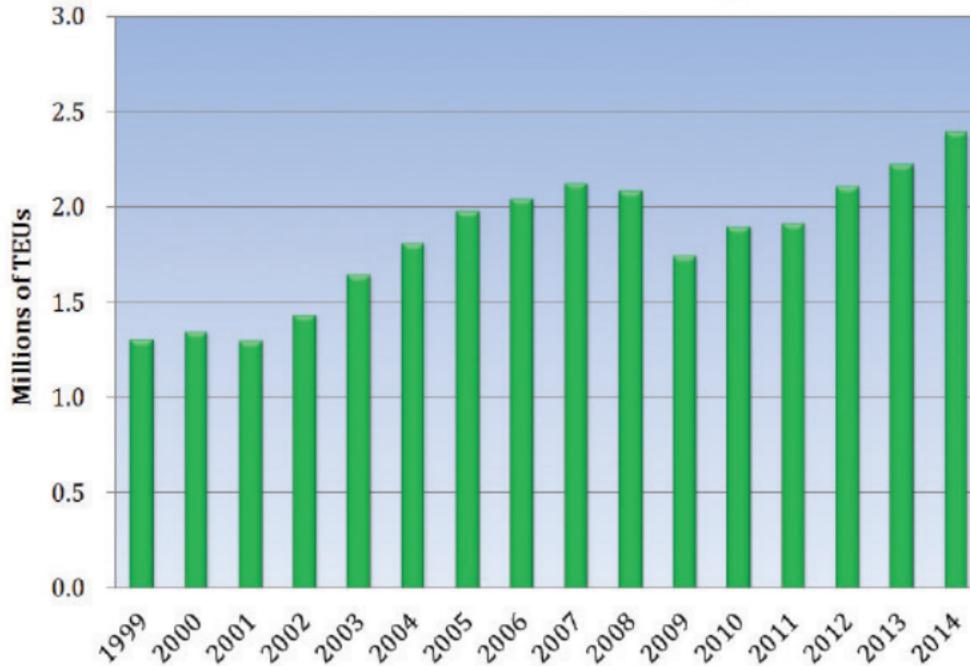
■ New York/New Jersey
■ Baltimore

■ Hampton Roads
■ Charleston

■ Savannah
■ All Other East Coast Ports

Data source: American Association of Port Authorities.

Volume of Trade at the Port of Virginia

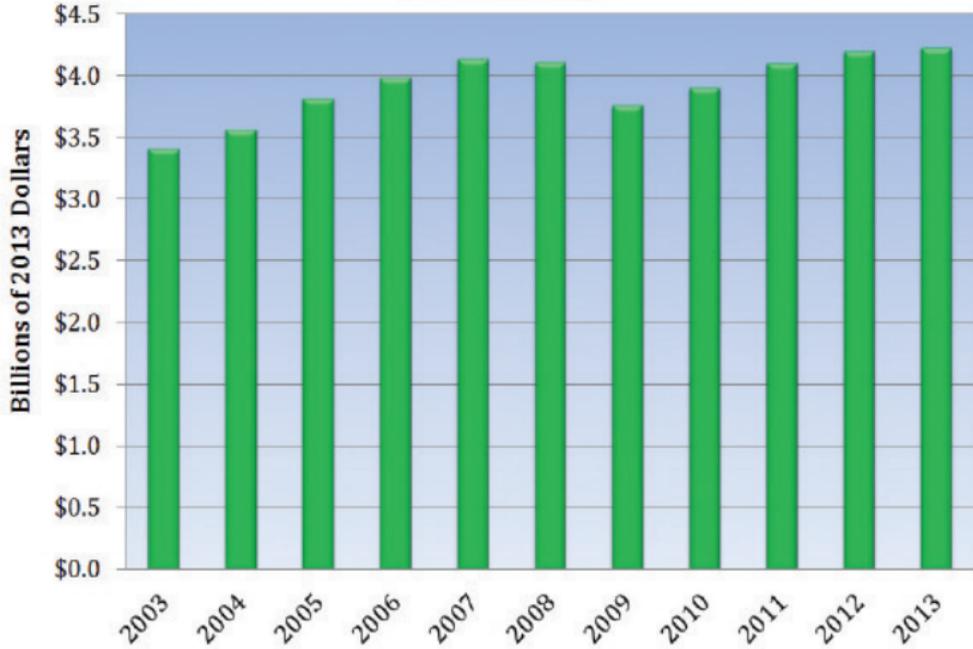


Data source: Port of Virginia.

15. TWENTY FOOT EQUIVALENT UNITS (TEUs) IN THE PORT OF VIRGINIA

Hampton Roads' containerized trade, measured by Twenty Foot Equivalent Units (TEUs), has grown rapidly over the past fifteen years. While TEUs fell during the recession, trade has grown rapidly with the global economic recovery.

Tourism Expenditures in Hampton Roads (Inflation-Adjusted)

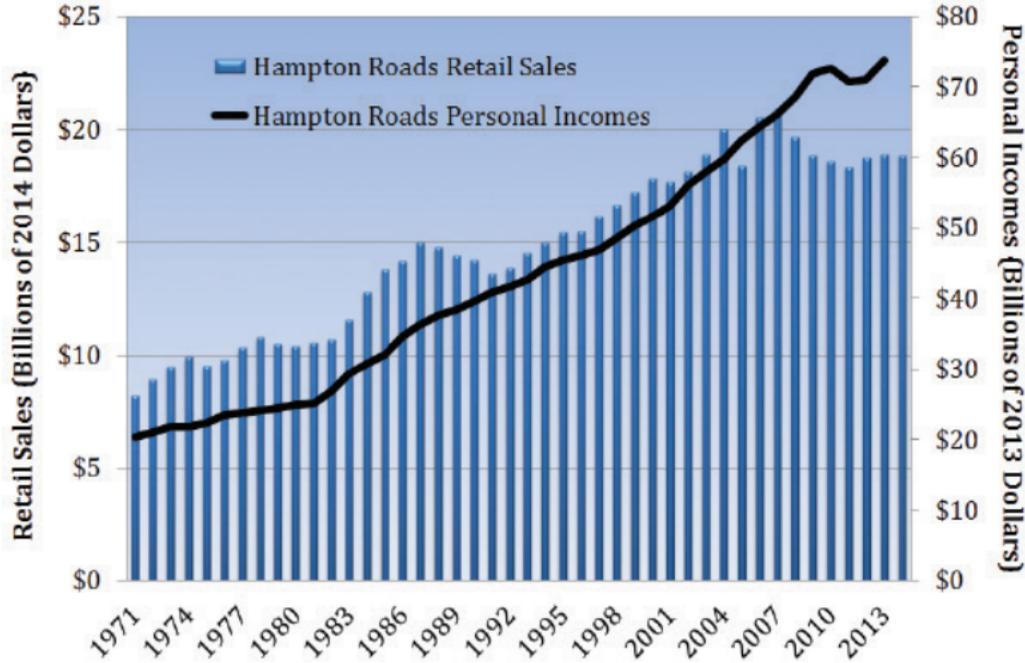


16. TOURISM EXPENDITURES IN HAMPTON ROADS

Tourism serves as an important economic engine for the region, and has grown consistently over the past few years since experiencing a temporary set-back during the second year of the recession.

Data source: Virginia Tourism Corporation, Bureau of Economic Analysis.

Personal Income and Retail Sales in Hampton Roads (Inflation-Adjusted)

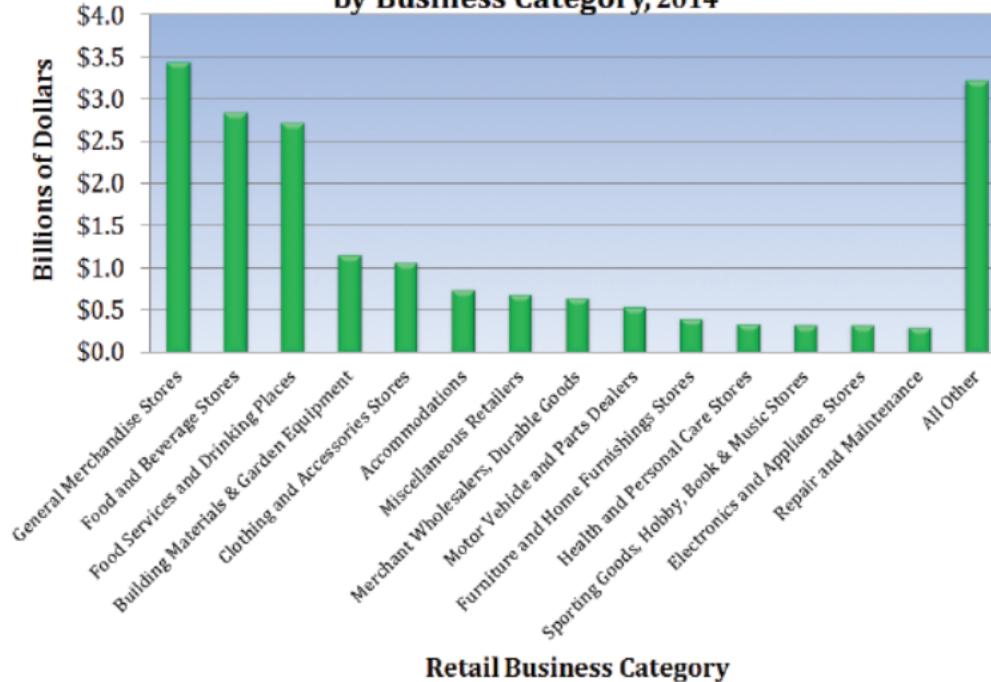


Data source: Bureau of Economic Analysis, Virginia Department of Taxation.

17. TAXABLE SALES

While personal incomes have recovered since the recession, regional taxable sales remain well below their pre-recession levels.

Hampton Roads Retail Sales by Business Category, 2014



18. DISTRIBUTION OF TAXABLE SALES

Including Walmart, Target, and department stores, general merchandise stores are the largest category in Hampton Roads' retail sales. Food services and drinking places are also a major category in this region, driven both by a national trend of increased dining expenditures and the region's tourism industry.

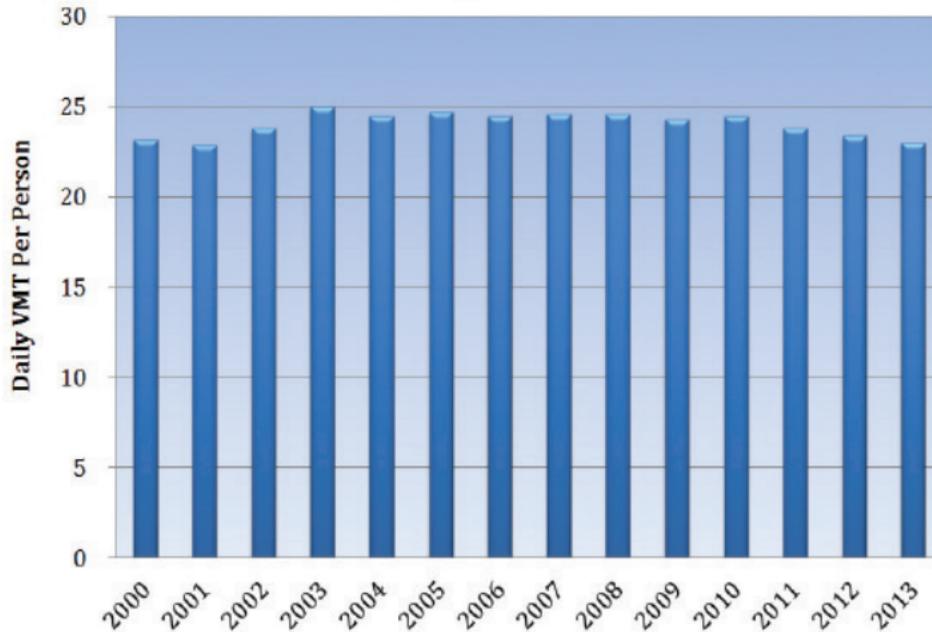
Data source: Virginia Department of Taxation.



TRANSPORTATION

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Per Capita VMT

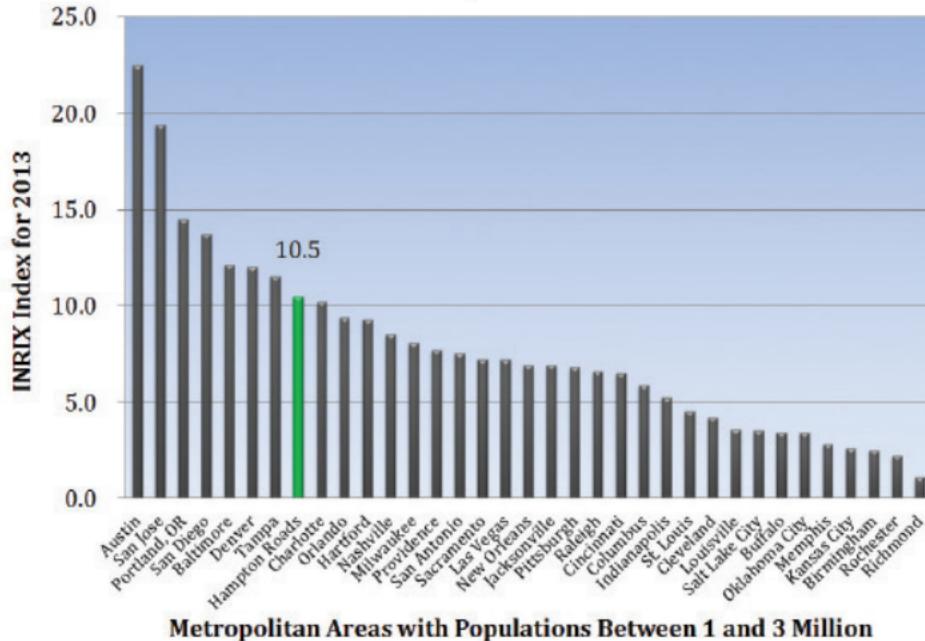


1. PER CAPITA VEHICLE MILES TRAVELED

Hampton Roads' per capita daily vehicle miles traveled (VMT) has declined gradually since it peaked in 2003, the same year when the number of military personnel stationed in the region peaked. VMT has decreased by 6.5% since 2010.

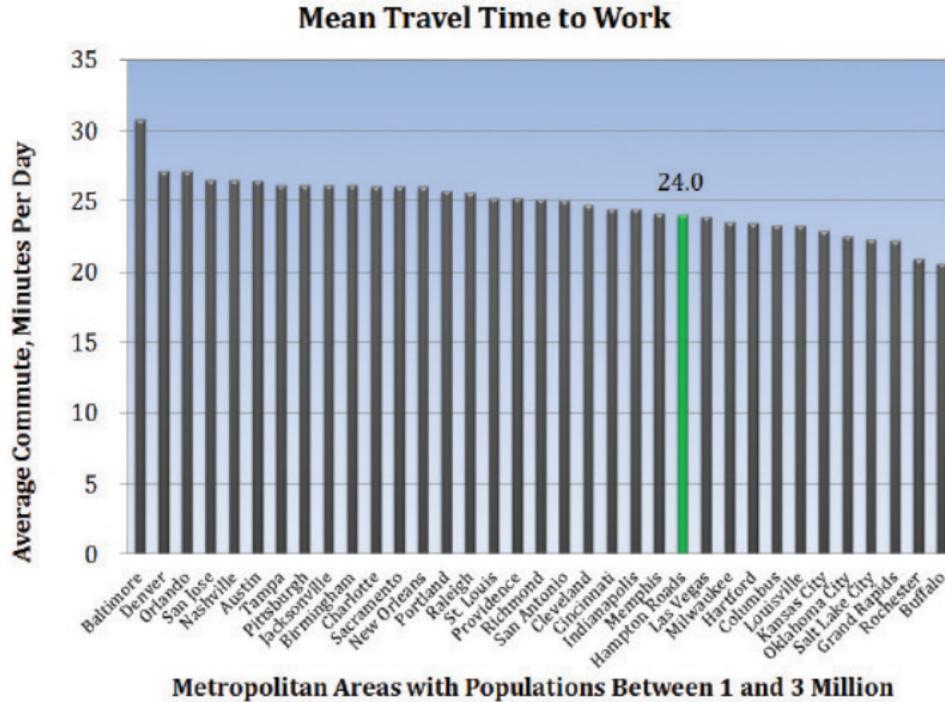
Data source: Virginia Department of Transportation.

INRIX Index for Metropolitan Statistical Areas



2. PEAK PERIOD TRAVEL TIME INDEX IN HAMPTON ROADS & REFERENCE METRO AREAS

The INRIX data indicates the degree to which congestion impacts the region. Hampton Roads has a relatively high travel time tax, similar to regions with either significantly larger population or that have experienced rapid growth in the past decade.



3. MEAN TRAVEL TIME TO WORK IN HAMPTON ROADS & REFERENCE METRO AREAS

While congestion is one measure of the time it takes to get to work, another is commuting time. Hampton Roads' 24 minute average travel time to work is lower than many of its reference metropolitan areas.

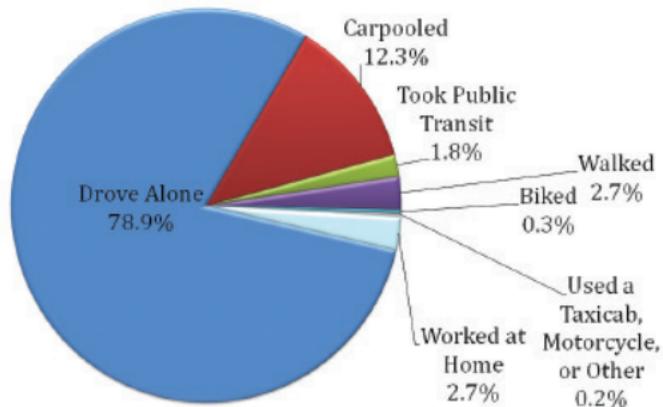
Data source: U.S. Census Bureau, American Community Survey.

4. METHOD OF COMMUTING TO WORK 2000 & 2013

The percentage of commuters who drive alone to work has slowly grown in Hampton Roads over the past 13 years, while the percentage that carpools has declined significantly.

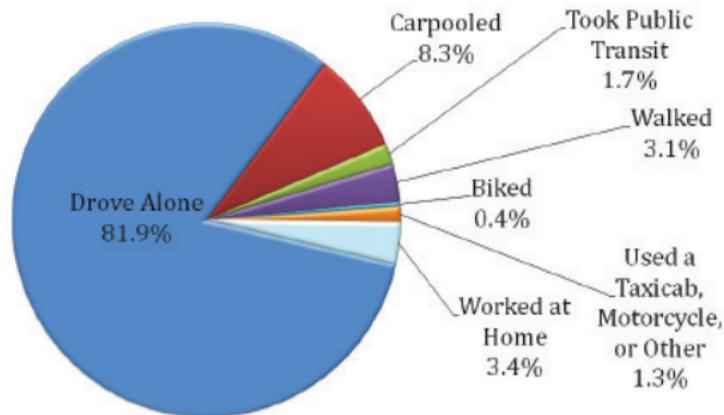
2000

Hampton Roads Commuting Methods, 2000



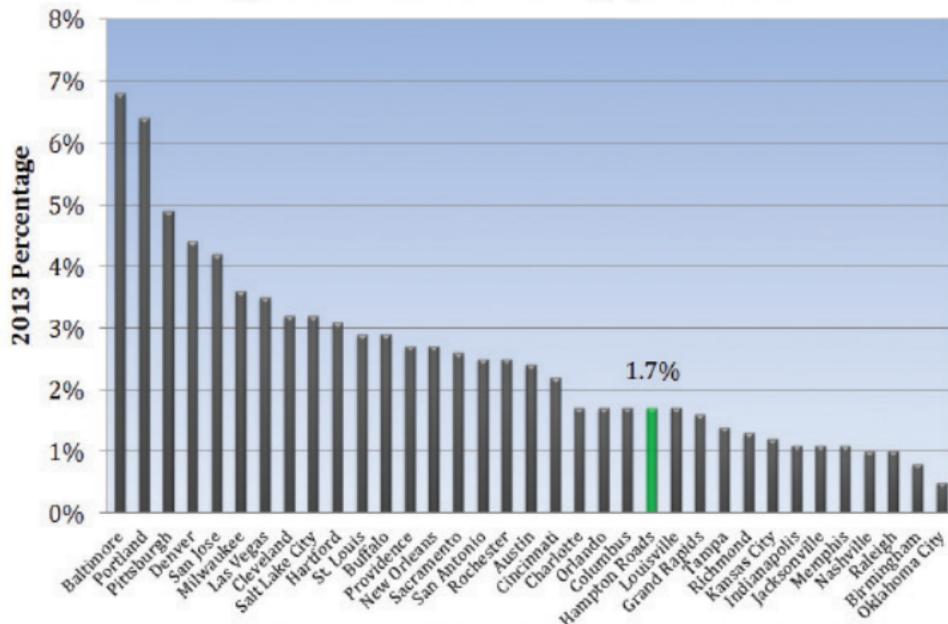
2013

Hampton Roads Commuting Methods, 2013



Data source: U.S. Census Bureau, American Community Survey.

Percentage of Workers Commuting by Public Transit

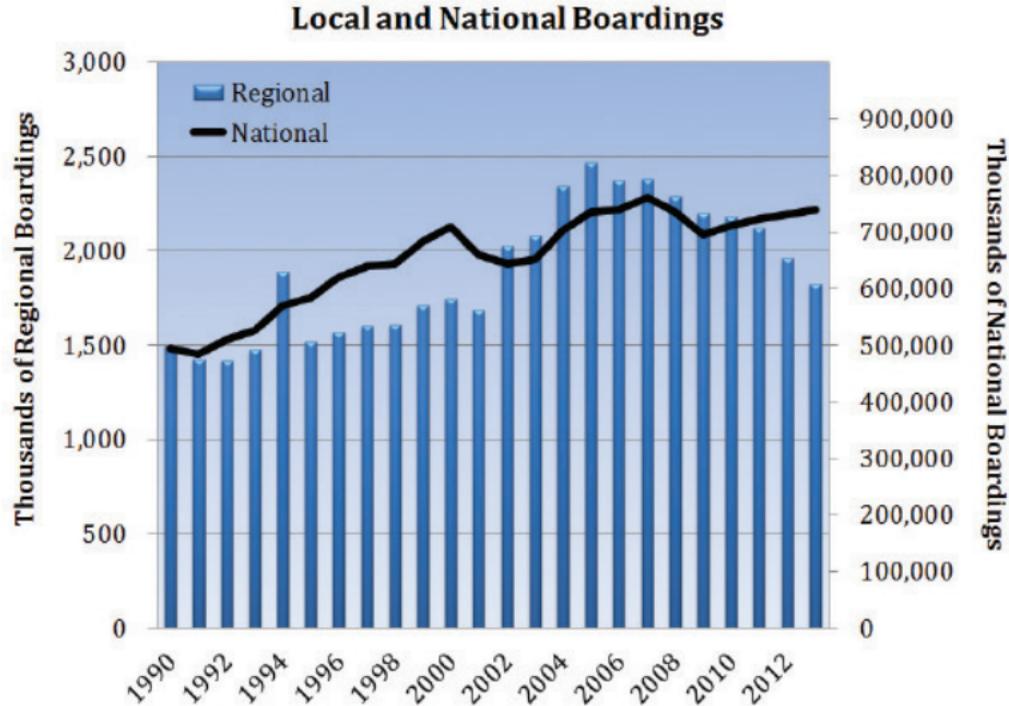


Metropolitan Areas with Populations Between 1 and 3 Million

5. PASSENGER TRIPS ON TRANSIT IN HAMPTON ROADS & REFERENCE METRO AREAS

Hampton Roads' per capita transit trips rank 23rd out of the 35 metropolitan areas with populations between 1-3 million. This region also ranks 23rd in the percentage of the population that commutes to work by transit (1.7%).

Data source: National Transit Database, U.S. Census Bureau.



6. AIRPORT ENPLANEMENT IN HAMPTON ROADS & THE NATIONAL TREND

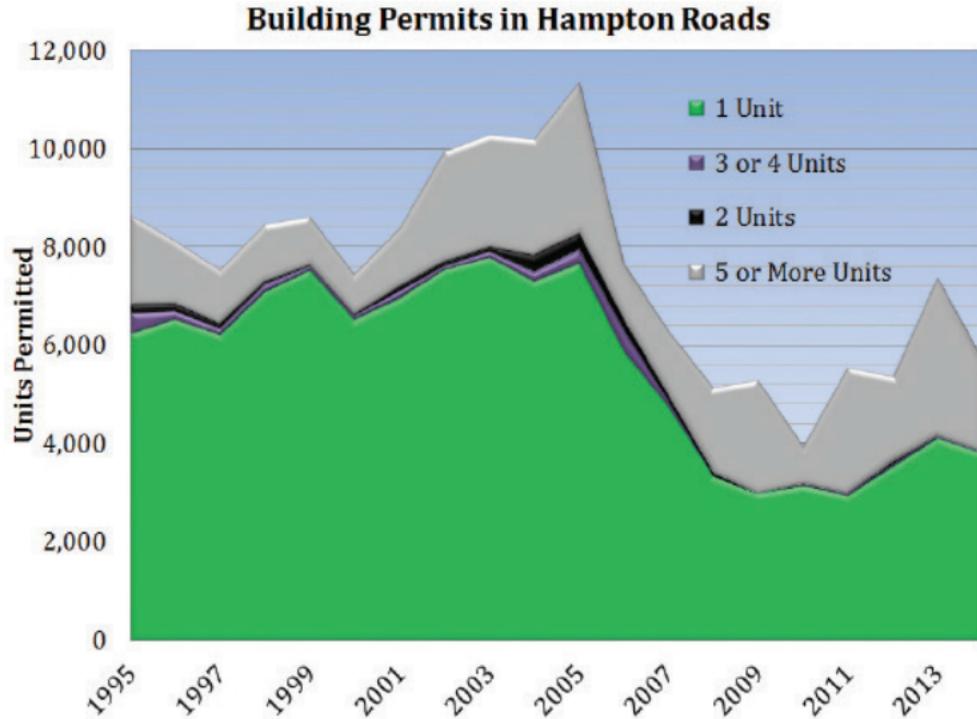
While airplane boardings in the region have declined steadily from 2005, national boardings began to grow in 2010 as the economy began to recover. This likely reflects both a decline in military personnel stationed in the region and the decline of approved travel as a result of a shrinking Department of Defense budget.

Data source: Federal Aviation Administration.



REAL ESTATE

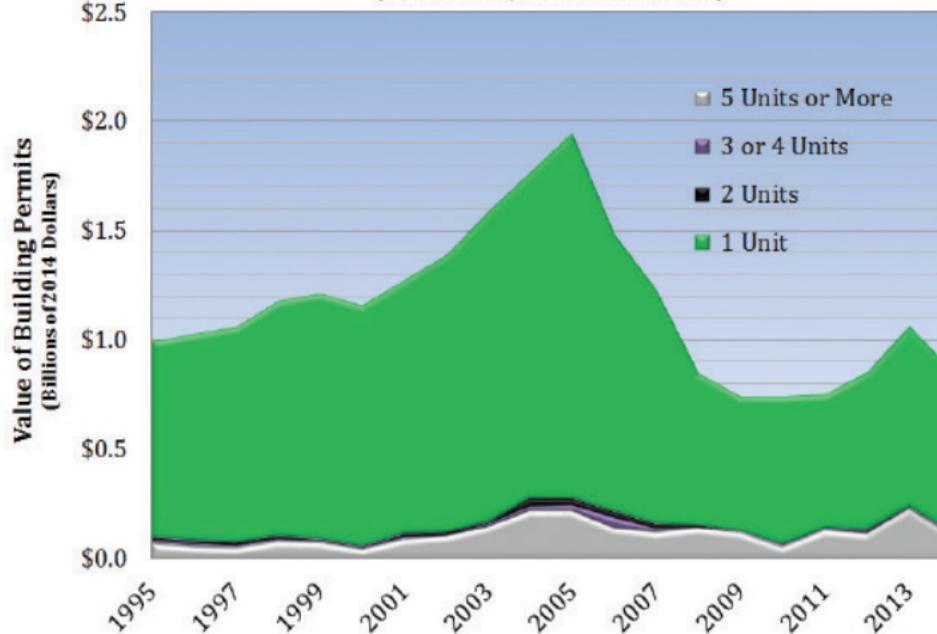
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1. NUMBER OF BUILDING PERMITS

The number of building permits issued regionally has shrunk considerably since the housing correction began in 2005. Most of the correction occurred in single family housing, as the construction of multi-family housing continues at its pre-recession levels.

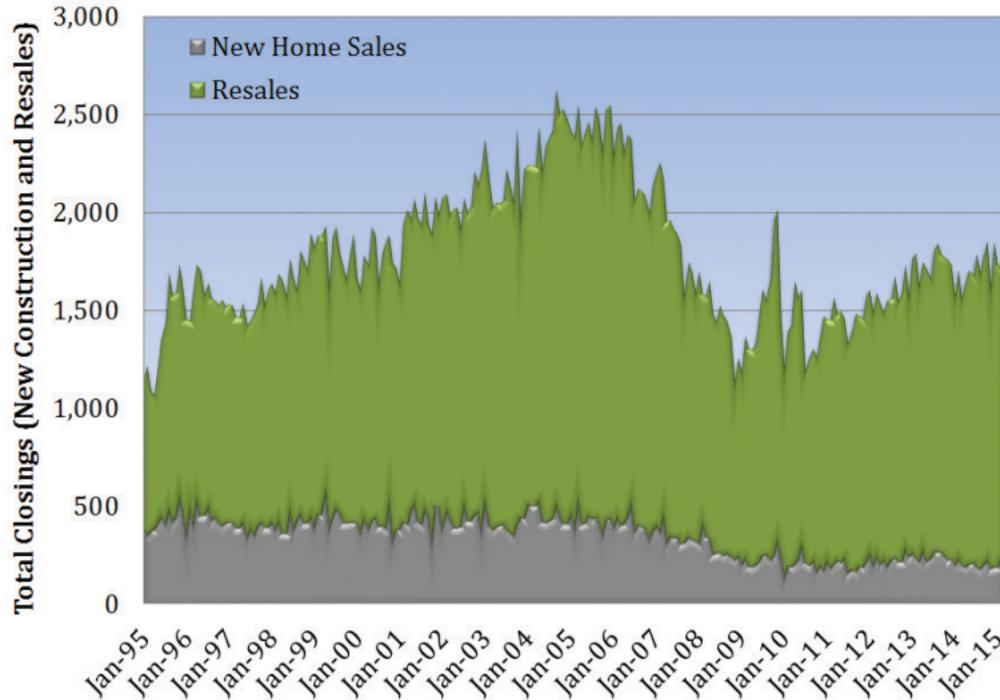
Value of Building Permits in Hampton Roads (Inflation-Adjusted 2014 Dollars)



2. VALUE OF BUILDING PERMITS

When the values of building permits are adjusted for inflation, it demonstrates a real decline of 60% in residential construction. While a modest recovery occurred in 2013, in 2014 construction activity declined once again.

Seasonally Adjusted Closings in Hampton Roads

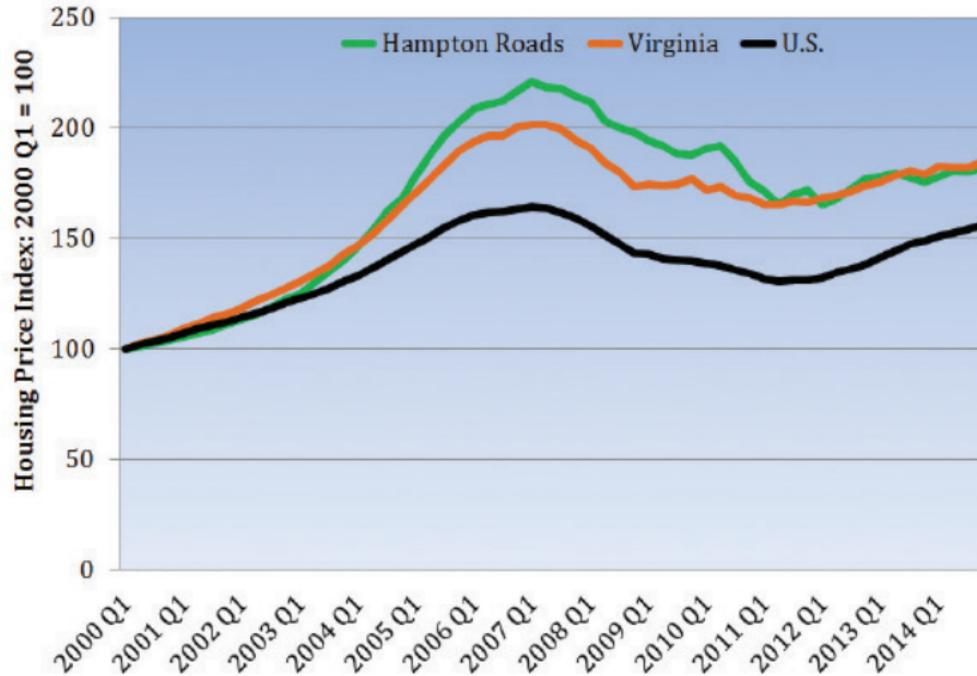


3. HOME SALES

While the number of residential real estate transactions declined for both new home sales and resales of property, resales have experienced a stronger recovery.

Data source: Rose and Womble, Residential Data Bank.

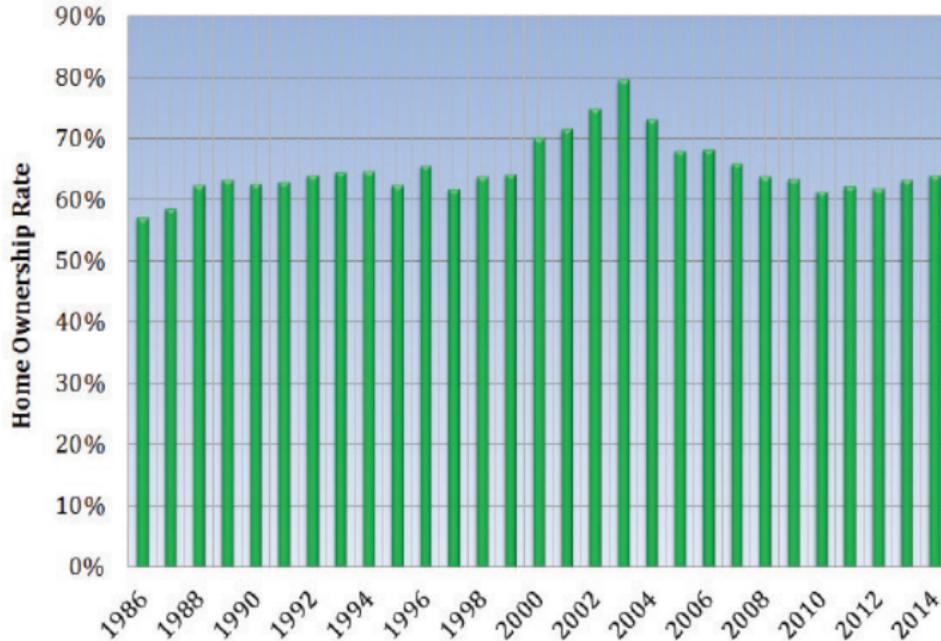
House Price Index



4. HOME PRICE INDICES, HAMPTON ROADS, VIRGINIA & U.S.

The FHFA House Price Index tracks repeated sales of properties to measure the true change in home prices within a region. Hampton Roads experienced greater appreciation of home prices during the housing boom, and thus had a more significant correction than either the state or the nation.

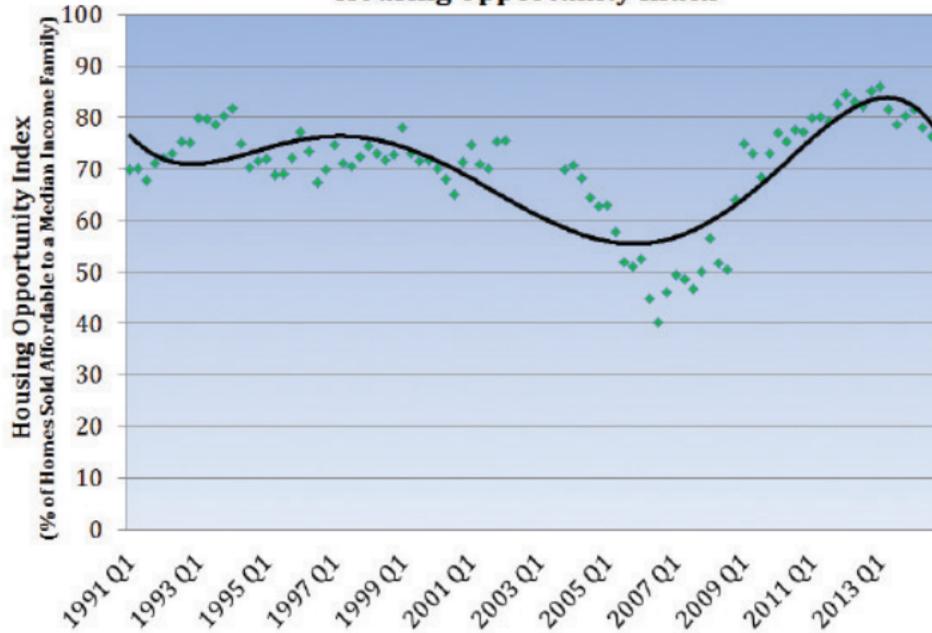
Hampton Roads Home Ownership Rate



5. HOME OWNERSHIP RATE

The home ownership rate grew during the initial stages of the housing bubble and then began to decline as home prices became detached from incomes. At last count, 64.1% of the Hampton Roads population are homeowners, compared to 64.5% nationally.

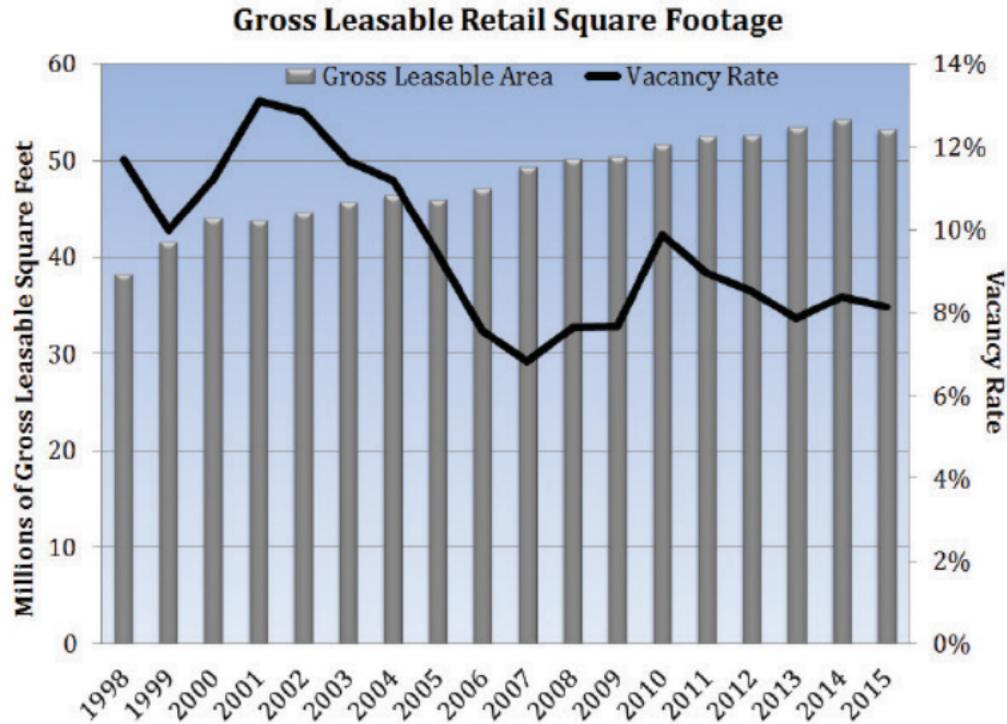
NAHB/Wells Fargo Hampton Roads Housing Opportunity Index



Data source: National Association of Home Builders.

6. HOUSING AFFORDABILITY

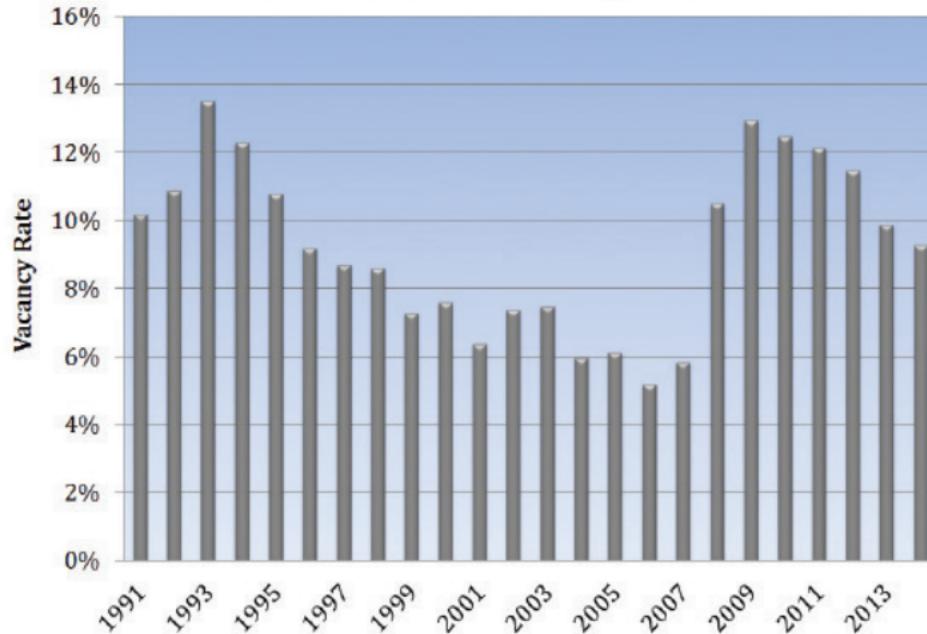
The Housing Opportunity Index shows the percentage of homes sold in a region that would be affordable to someone earning the median salary in the region. It has declined recently as the prices of homes sold have increased.



7. RETAIL LEASE SPACE

Hampton Roads' leasable retail space declined for the first time this year, after increasing every year over the previous decade. This led to a slight decline in the retail vacancy rate.

Industrial Market Vacancy Rate



8. INDUSTRIAL VACANCY RATE

The Industrial Vacancy Rate has declined steadily since the end of the recession, but is still elevated over the levels experienced in the pre-recession period.

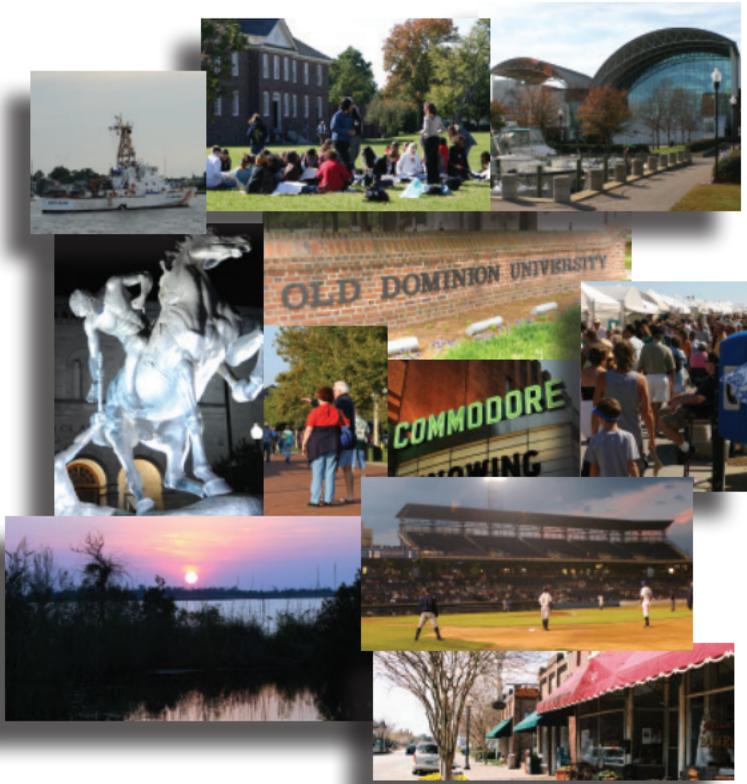


9. FAIR MARKET VALUE OF REAL ESTATE

The inflation-adjusted fair market value of real estate has declined in Hampton Roads since 2009, and is now below the 2007 levels. Real property taxes represent the major source of revenue for localities, which is demonstrative of the fiscal challenges facing the cities and counties in Hampton Roads.

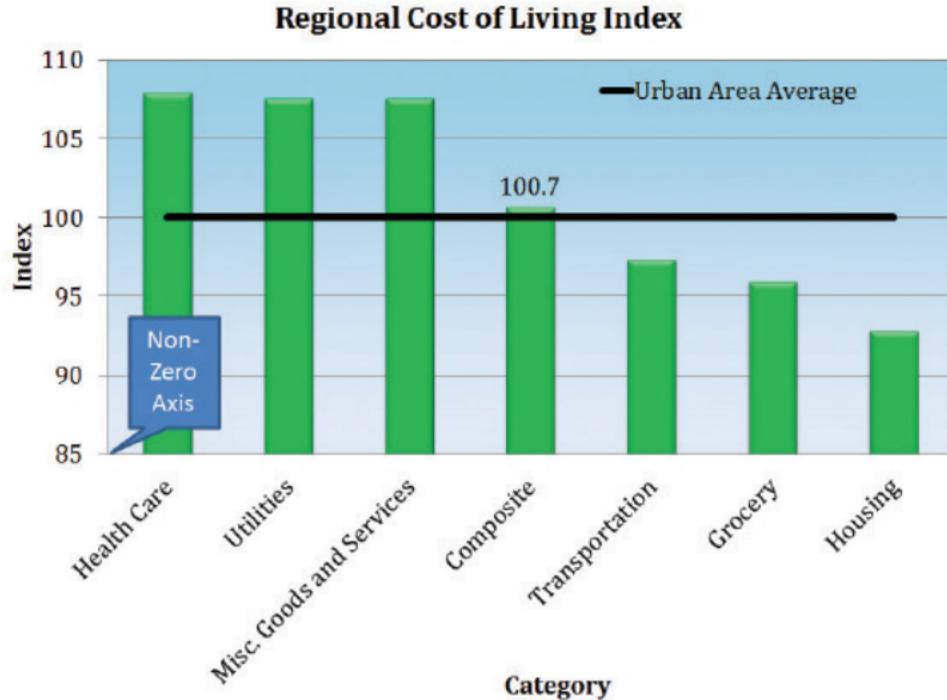
Data source: Virginia Department of Taxation, Bureau of Economic Analysis.

Notes



QUALITY OF LIFE

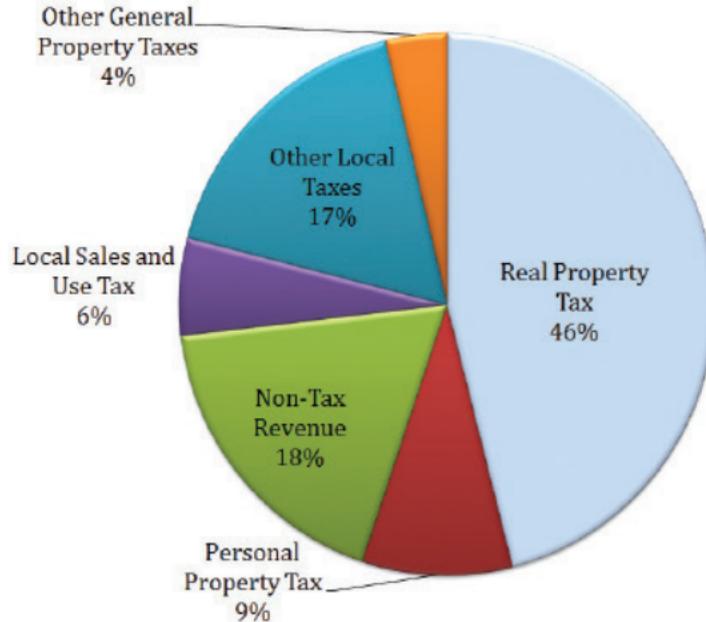
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1. REGIONAL COST OF LIVING, 2014

The cost of living in Hampton Roads is slightly above the average for urban areas. This is a result of both lower costs for Housing and Groceries and higher costs for Health Care and Utilities.

Hampton Roads Local Government Revenue, 2014

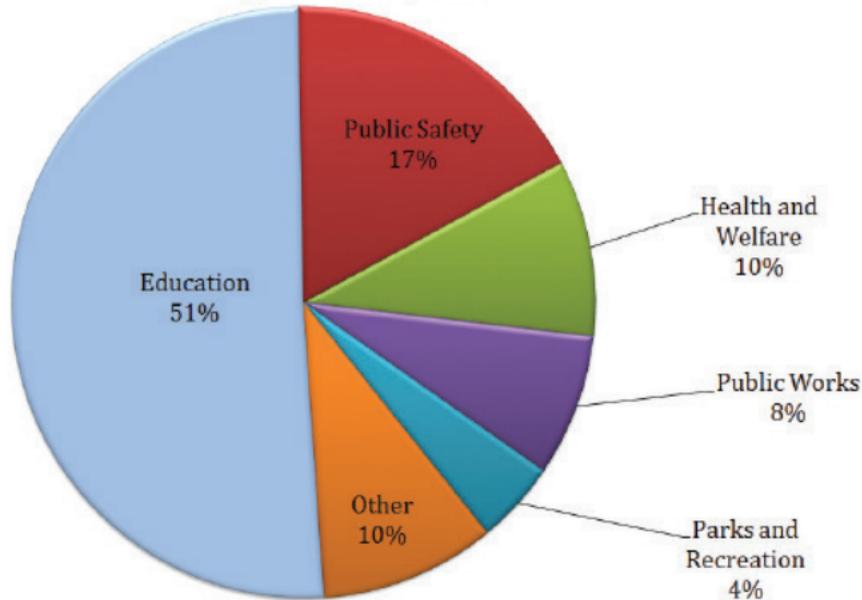


Data source: Virginia Auditor of Public Accounts.

2. LOCAL GOVERNMENT REVENUES BY SOURCE

Real property taxes represent the largest source of local government revenues in Hampton Roads. Non-tax revenues (including fees for services) are another significant source of revenue.

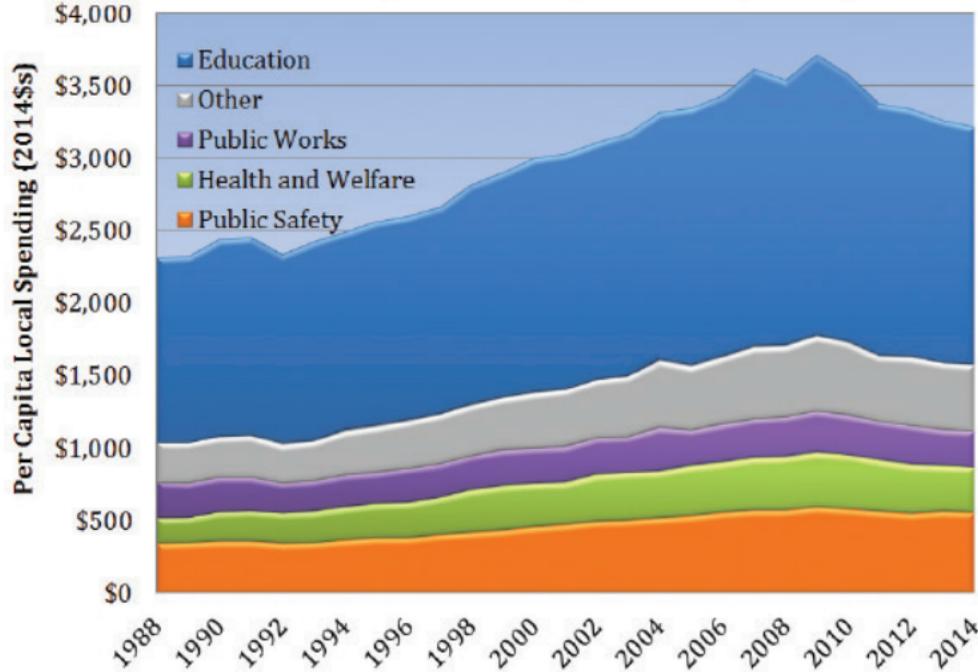
Hampton Roads Local Government Expenditures, 2014



3. LOCAL GOVERNMENT EXPENDITURES BY CATEGORY

Education accounts for over 51% of local government expenditures, followed by Public Safety, Health and Welfare and Public Works.

Inflation-Adjusted Per Capita Local Spending

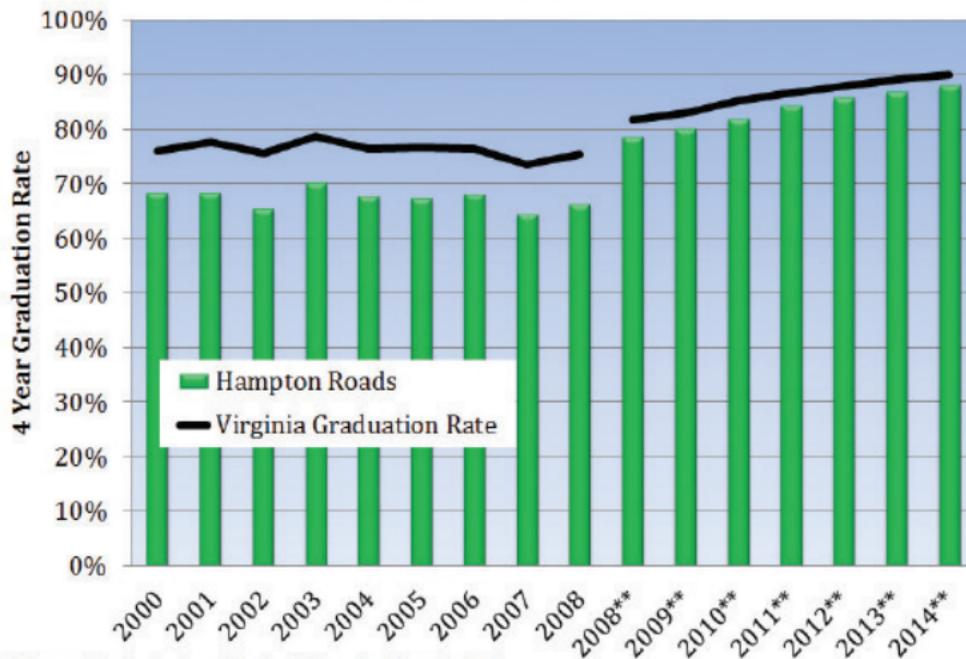


4. INFLATION-ADJUSTED PER CAPITA LOCAL EXPENDITURES

Inflation-adjusted local expenditures peaked in 2009, declining by 13.5% over the subsequent five years. The most significant declines occurred in Community Development, Health & Welfare and Education.

Data source: Virginia Auditor of Public Accounts, Bureau of Labor Statistics.

Graduation Rates

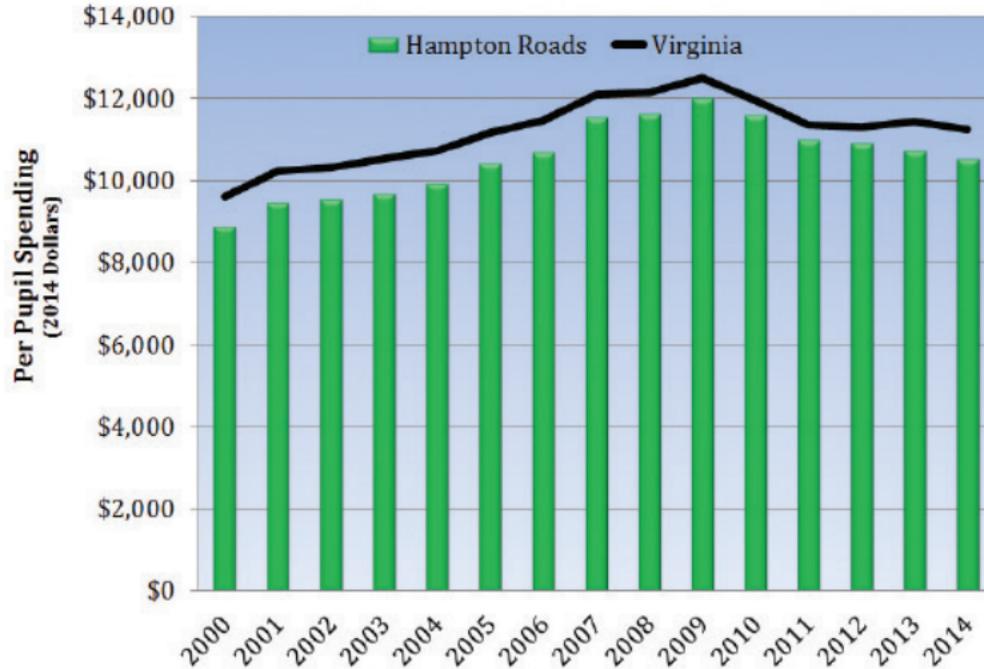


** Denotes Graduation Rates Calculated Using the Cohort Method

5. GRADUATION RATES

Graduation rates in Hampton Roads have steadily improved over the past six years, although the region still lags behind the statewide graduation rates.

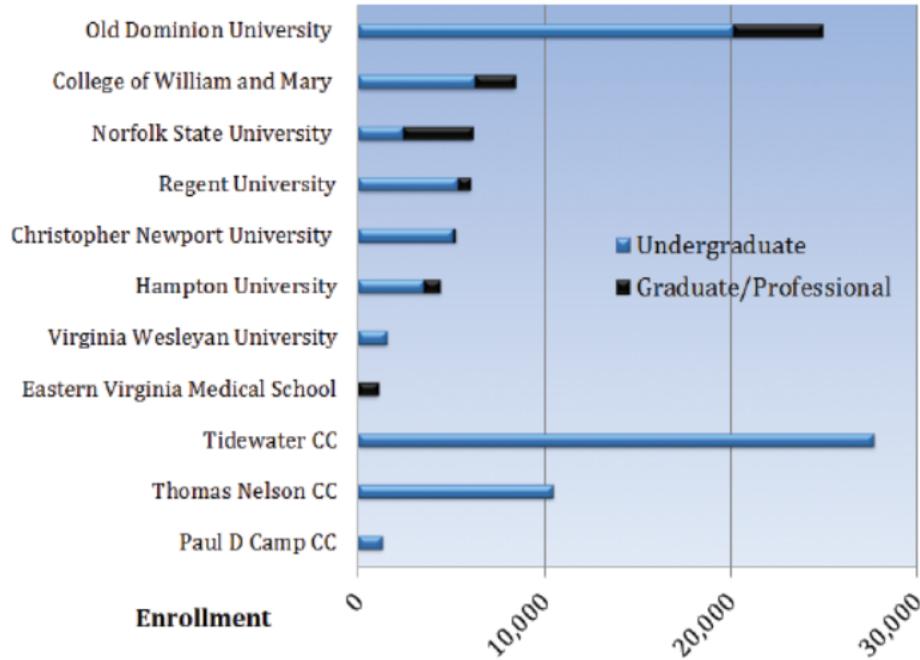
Inflation-Adjusted Per Pupil School Spending



6. EXPENDITURES PER PUPIL

Since 2009, per pupil spending has declined by 12.1% in Hampton Roads and by 10.0% in the Commonwealth. Education expenditures have dropped following the decline in local government tax revenues.

University and College Enrollment in Hampton Roads

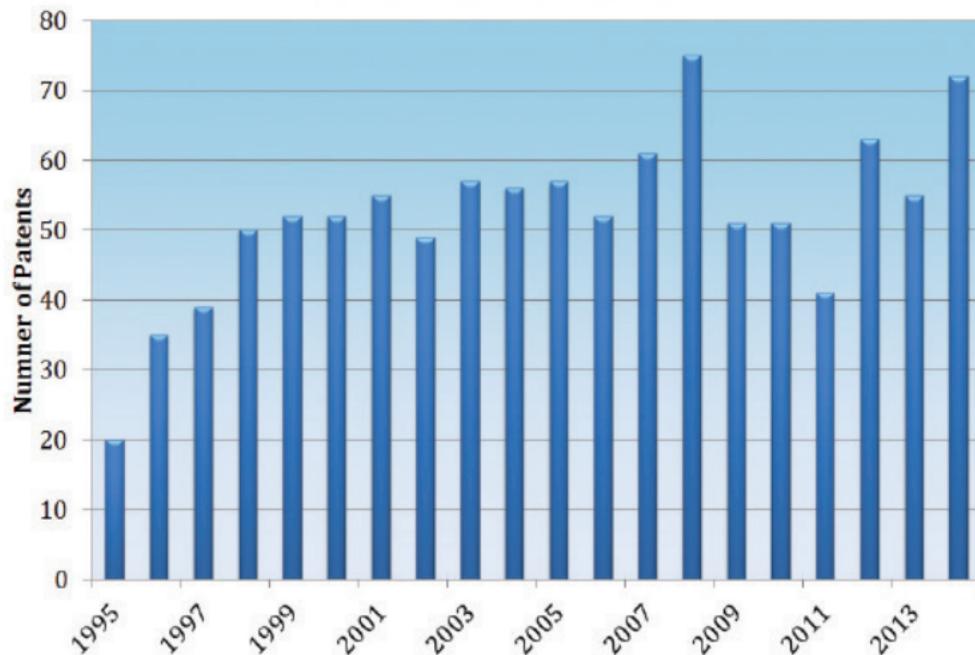


7. ENROLLMENT AT HAMPTON ROADS HIGHER EDUCATION INSTITUTIONS

There are a total of 97,093 students enrolled in institutes of higher education in Hampton Roads, graduating 3,800 students with associate's degrees, 8,300 with bachelor's degrees, and 3,900 with graduate degrees each year.

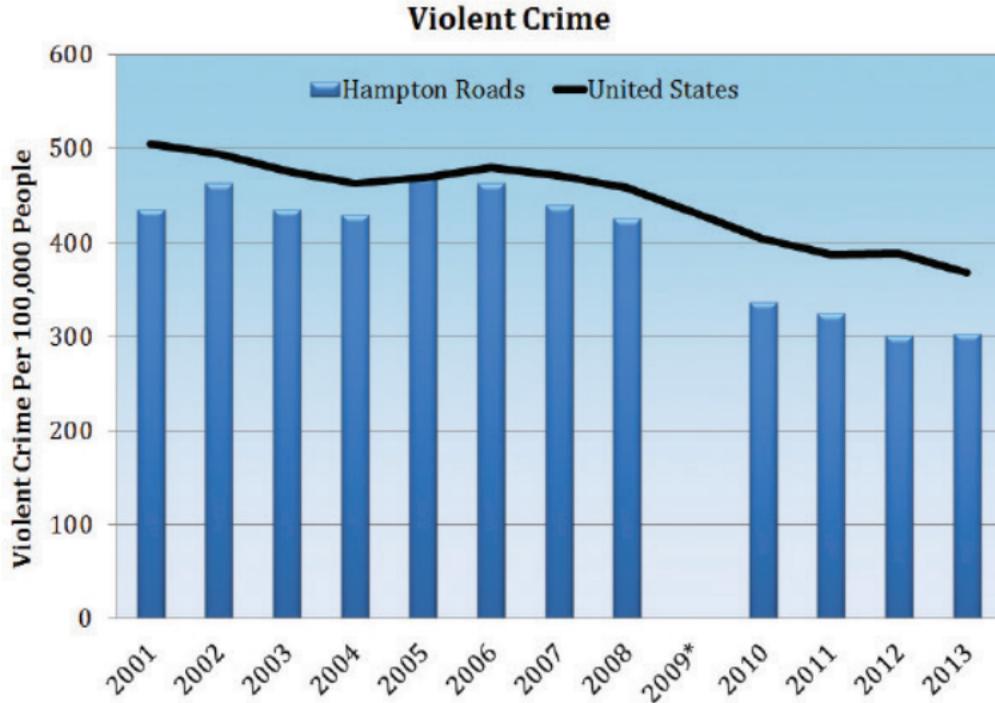
Data source: State Council for Higher Education for Virginia.

Number of Patents Issued



8. PATENTS ISSUED

The number of patents issued to individuals/companies in Hampton Roads can vary significantly from year to year. 72 patents were issued in 2014, the most since 2008.

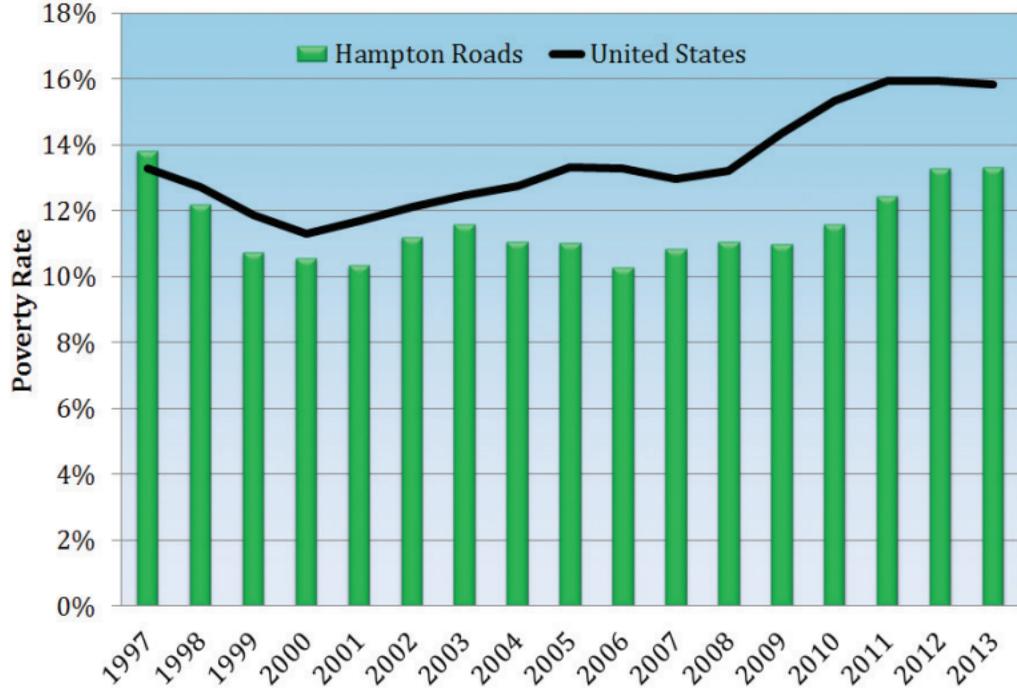


*The FBI did not report data for Hampton Roads in 2009

9. VIOLENT CRIME

Violent crime has declined steadily in Hampton Roads over the past eight years, declining by almost 35%. The national crime rate has followed a similar trend, but the regional rate remains well below the national level.

Poverty Rate



10. POVERTY RATES

The Hampton Roads poverty rate increased over the past four years, following a national trend. At present, 13.3% of the region's population experiences poverty, compared to the national rate of 15.8%.

Conclusion

Interested in even more data? The complete edition of the *Hampton Roads Benchmarking Study* is available on the Hampton Roads Planning District Commission's website, www.hrpdcva.gov/page/benchmarking. The current benchmarking study contains these indicators and many more along the socioeconomic spectrum to help paint an accurate picture of Hampton Roads' strengths, weaknesses and developing trends.

PROJECT STAFF

GREG GROOTENDORST
JAMES CLARY

CHIEF ECONOMIST
SENIOR ECONOMIST

JULIA HILLEGASS
JOE TURNER
BRIAN MILLER

PUBLIC INFORMATION AND COMMUNITY AFFAIRS ADMINISTRATOR
COMMUNICATIONS MANAGER
SENIOR GRAPHIC AND WEB DESIGNER

MIKE LONG
CHRIS VAIGNEUR

GENERAL SERVICES MANAGER
ASSISTANT GENERAL SERVICES MANAGER

KATHLENE GRAUBERGER
JENNIFER COLEMAN

SENIOR ADMINISTRATIVE ASSISTANT
ADMINISTRATIVE ASSISTANT II



LOCALITY PROFILES

MAPS & RANKINGS

DEMOGRAPHICS

THE ECONOMY

TRANSPORTATION

REAL ESTATE

QUALITY OF LIFE